

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

JANUARY 1967





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NUMBER 600

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• **FRONT COVER:** VIEW FROM THE BRIDGE—Observers on bridge of aircraft carrier watch Navy A-4 Skyhawk make arrested landing after mission over North Vietnam.—Photo by J. D. Goss, PH2, USN.

• **AT LEFT:** UP, UP AND AWAY—Carrier sailor is hoisted to helicopter from deck of USS Bradley (DE 1041) for return to parent ship after Exercise Silverskate in South China Sea.—Photo by William H. Powers, PH1, USN.

• **CREDIT:** All photographs published in **ALL HANDS** Magazine are official Department of Defense photos unless otherwise designated.



SET YOUR PACE—Navy's afloat education program started in *Polaris* Navy three years ago and has expanded to include a group of surface ships.



**HARVARD
SAN DIEGO
POLARIS
CAG CO
IVY
PACE
HAWAII
AFLOAT
CONSTELLATION**

INTERESTED in a Harvard education—at sea?

It's possible for the Navyman afloat to accumulate two years of credits toward a Harvard degree of Bachelor of Arts in Extension Studies, without setting foot in the grand old city of Boston or its ivy-covered suburb of Cambridge.

It's also possible to accumulate credits at various other colleges—and the prospects are that the number of participating universities will increase. To date you'll find included in this unusual experiment, along with Harvard, the University of South Carolina, San Diego State College and the University of Hawaii.

This "afloat education" program has been available for the past five years in the submarine Navy, via the *Polaris University* program. That joint pioneering effort by Harvard and the Navy drew such critical praise that the Secretary of the Navy's Task Force on retention recommended its expansion to the surface Navy.

Now it is known as PACE—Program for Afloat College Education—and during this past year pilot programs have been carried out in two surface ships, the carrier *uss Constellation* (CVA 64) operating out of San Diego, and the guided missile cruiser *uss Boston* (CAG 1) in the Atlantic Fleet.

The broadened PACE pilot program was set up to find out whether the concept could be adapted as successfully to the diverse types of surface ships (with many home

ON and LEAGUE UNDER the SEA

ports) as it had worked with *Polaris* submarines. It also sought to iron out other problems arising in an expansion program in the surface Navy.

This fall five more surface ships joined the afloat college program. Four of them, operating out of the San Diego area, are the guided missile cruisers *USS Galveston* (CLG 3) and *Canberra* (CAG 2), the guided missile frigate *Mahan* (DLG 11) and the destroyer tender *Piedmont* (AD 17). Another tender, *Cascade* (AD 16) has inaugurated a PACE program with Newport, R. I., as its headquarters for the shore phase of the college curriculum.

HARVARD professors are not the only ones in the Boston area involved in this seagoing educational effort. Some of the instructors conducting in-port classes, or appearing in kinescope lectures at sea, are drawn from the faculties of the Massachusetts Institute of Technology, Boston College, Boston University, Tufts University and Simmons College, institutions which, like Harvard, are members of the Commission on Extension Studies.

For submarines operating out of Charleston, S. C., the academic functions are being carried out by the University of South Carolina, while personnel operating out of the ports of New London, Conn., Boston, and now Newport come under the jurisdiction of Harvard.

Out on the West Coast, the initial instruction for *Constellation's* collegemen has been under the direction of eight professors from San Diego State College. Other univer-

sities at or near major Navy installations will be approached as participants.

Thus there is wide interest in this Ivy League on (and under) the sea, not only within the Fleet, but also in the educational community and in the other branches of the military services.

JUST EXACTLY what is PACE, and what does it have to offer the Navyman?

For the answer to that question, let's start with a look at the development of the original *Polaris U.* program, and what it has meant to submariners.

Polaris University had its inception a little over five years ago when

the Navy and Harvard got together in what was to become an unusual partnership. The Navy was looking for some math and other courses for its submarine personnel, and Harvard was already conducting—on television—courses through its University Extension program.

Two courses on "Computer Age Mathematics," plus a historical "Study of Revolutions," already produced by Boston's educational TV station, WGBH, for Harvard, were purchased by the Navy Special Projects Office in 1961.

They were to become the nucleus of filmed-plus-live instruction, along with texts, reading assignments and final examination. The Navy contracted with Harvard in 1962 to

CARRIER COLLEGE—Dr. John Bolte gives a physics lecture to Pacific Fleet University students aboard the aircraft carrier *USS Constellation* (CVA 64).





CAMPUS AFLOAT—USS *Constellation* participates in PACE. *Rt.* Dr. Stanley Crockett lectures English class aboard CVA.

produce two chemistry courses from scratch. Then, in December of that year, plans for a program equivalent to two years of college work were developed in a conference at Harvard.

The curriculum, while academic, was also to be aimed toward the needs of seagoing personnel.

Out of that conference came plans for 24 courses in the fields of mathematics, science and engineering, plus 12 courses in other academic areas, such as English, Literature, History and the Social Sciences.

On completing any of these courses and electives, the Navyman receives college credits. Completion

of all of the courses in the program leads to a certificate or degree, or accreditation which varies depending on the college.

HOW DOES THIS at-sea program work?

Basis of the course is a series of lectures which have been put on film, through kinescope. A course is made up of 15 half-hour films, each conducted by a professor who is a specialist in his subject, plus a series of conferences providing live contact between the instructor and the student when the ship is back in port.

Along with the films are study

guides, lecture by lecture, and regular reading assignments. Here's how it developed in the submarine Navy:

The students view the films, which are also in sound. This may not have some of the advantages of a live lecture program, but it does have some built-in advantages of its own. For example, if a particular point in a filmed lecture seems confusing to the class, or gets rather complicated, that part of the film can be reshown.

The students follow the film with group discussion, and reading assignments. On return of their ship to home port, they attend a series of meetings with an instructor, usually four two-hour sessions.

PACE Set By Two Bushels of Wheat

How much does PACE cost?

Any way you look at it, a PACE course is a bargain for a Navyman. The charge for enrollment in a college-level course is very small—under \$10.00, plus the cost of textbooks and other school supplies, approximately \$10.00. That's for a two-credit hour course.

Compare this with what you would have to pay on a college campus today and you'll be astounded. The cost of the PACE-Polaris University program is borne primarily by the Bureau of Naval Personnel.

The thinking of Harvard and the Navy regarding this educational opportunity runs along similar lines. Harvard University's Extension Program actually started a little more than half a century ago, but it had its roots 130 years ago in the will of John Lowell, Jr., a Bos-

tonian who pursued knowledge all his life.

Lowell will appeal to the Navyman. He was a man who loved to travel, and he started out in 1833, sailing the high seas with the intention that he would not return to America until he had seen "the circle of the earth."

When he died in 1836, in Bombay, India, his will provided a fund for educational lectures. He suggested that some of the courses be free, while "erudite and particular" courses might be offered at a small fee to students for a sum "not exceeding the value of two bushels of wheat." This philosophy has governed Harvard's extension program ever since.

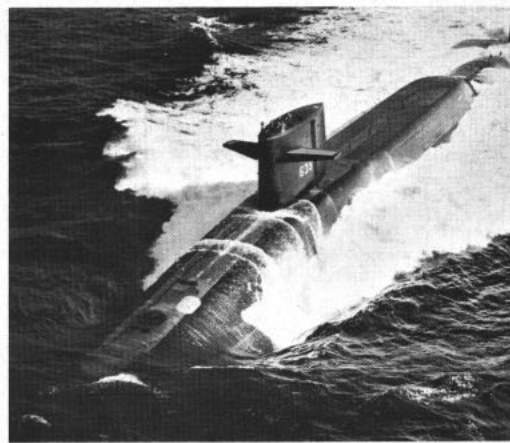
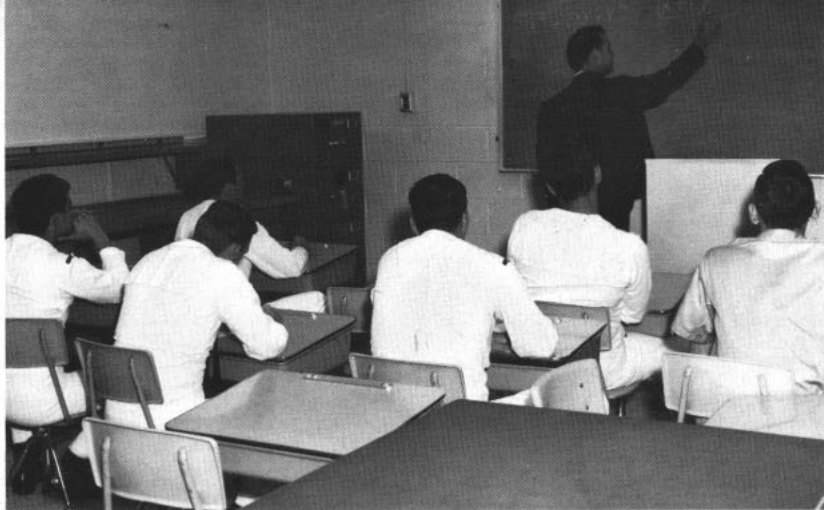
The sailor seeking an education can reap the advantages of this same kind of philosophy, courtesy of the U.S. Navy.

The instructor grades the papers which the student has prepared while at sea, and he also gives him a final examination.

A visit with Dean Reginald H. Phelps, Director of University Extension at Harvard, serves to point up some of the discoveries from this pioneering effort. He has performed an important role in its development from the initial stages.

Polaris University—Crewmembers of USS Alexander Hamilton (SSBN 617) take college to sea when they sail.





DOWN SOUTH—Submen at Charleston study math under FBM college program. Rt: *Polaris* sub USS Sam Rayburn.

Without Dean Phelps' perceptive vision of the program's educational potential, a Navy status report says, "*Polaris University* would never have progressed from experiment and trial to its present status of the most imaginative general education program in the Department of Defense."

"Extension students, whether they are enrolled in night classes in the city, or students far out at sea, are an interesting, varied group," says Dean Phelps.

And he should know—he is chairman of the Commission on Extension Courses, an organization made up of a number of universities, colleges and educational institutions in the Boston area.

Incidentally, it was from participating colleges of this organization that *Polaris University* drew many topnotch instructors.

WHAT IS an extension course? Is it an easy course with the educational values diluted?

Dean Phelps' answer points up the value of this education opportunity being offered the Navyman.

"These courses are the equivalent

Acting administrative assistant shows prospective student books and films used at *Polaris U.* in Charleston.



of regular college courses, the basic difference being that they are offered outside the campus. The *Polaris* or PACE instruction, of course, is specially tailored, adapted for such conditions as would be met by a Navyman at sea. The filmed lectures replace in part, and in concentrated form, the usual lectures in a course. They are supplemented, when the ship gets back to home port, by live classroom instruction and the instructor on shore duty also grades the students' final examinations. There is the same amount of reading to be done by the students as in the comparable Extension course given at Cambridge and Boston.

The development of the courses now being offered came about through the combined efforts of Harvard University personnel, the Commission on Extension Studies, experts from Boston's educational TV station, WGBH, and the Navy.

On the Navy side, the Personnel Research Laboratory, Submarine Flotilla Two, and the Special Projects Office had a dominant part in the early success of the program. BUPERS' Assistant Chief for Education and Training now has responsibility for the expanded PACE effort.

HOW DOES the Navyman who participates in this program make

Eligibility Requirements

The PACE program is now open to members of the crews of *Polaris* submarines and certain surface ships listed in the article on these pages. Plans call for its expansion to additional ships and also major naval shore stations.

At present courses are available to personnel of submarines operating out of New London, Charleston, S. C., and Hawaii, and to the crews of larger surface ships operating out of Boston, Newport, and San Diego.

Academic eligibility requirements vary with the participating colleges, but are minimal. The individual Navyman can limit himself to a few courses, or he can take them all. It is suggested that the student limit himself to one course at a time, and recommended that no more than two courses be taken simultaneously.

After satisfactory completion of all the courses, the PACE Navyman will have the equivalent of a two-year college extension education.

Individual courses also carry college credits which may be transferred to other colleges. (Final acceptance, of course, remains with the institution to which you apply for transfer.)

Completion of certain courses is a prerequisite for other, more advanced courses in the same field. Your education officer will have the details.

Participation in this program will not mean the loss of any benefits due you under the G. I. Bill. On the contrary, the Navyman expecting to go to college after retirement or release will find that completion of these courses will put him steps closer to a college degree.

PACE Navy men Select from This College Curriculum

Here's a list of the courses in the PACE Navy College program. Completion of some of the courses is a requirement before a student can qualify to take the next course. Not all of the courses are available

at each location where the PACE-*Polaris University* program is now underway. A few of the courses are still in the production stages and not yet available. They are marked with an asterisk.

MATHEMATICS

College Algebra
Coordinate Geometrics (Analytic Geometry)
Introduction to Calculus, Part I
Introduction to Calculus, Part II (The Power Functions)
Trigonometric Functions
Elements of Statistics
Introduction to Modern Algebra
Probability

PHYSICS

Introduction to Mechanics
Introduction to Electricity
Introduction to Wave Motion, Light and Sound
*Quantum Physics
Mechanics and Heat
*Electricity and Magnetism
Electronics

ENGINEERING

Introduction to Computer Science, Part I
*Introduction to Computer Science, Part II
Introduction to Metallurgy
Electrical Engineering

CHEMISTRY

Basic Principles of Chemistry
Chemical Equilibrium
Covalent Bonds
Elements and Their Compounds

ENGLISH

*Expository English, Part I
*Expository English, Part II
American Literature
English Literature

SOCIAL SCIENCES

World History, Part I
World History, Part II
Ideologies in World Affairs
A Study in Revolutions
American History, Part I
*American History, Part II
American National Government
Introductory Psychology

ADDITIONAL ELECTIVES

*Introduction to Sociology
*Principles of Economics
*Introduction to Geography
Slide Rule (non-credit)

survey of close to a thousand FBM sailors who were enrolled in 66 *Polaris University* courses during 1965. The dropout rate for the year was 19 per cent, comparing favorably with the national dropout rate of 25 per cent for first year college students.

How does the Navy benefit from these courses? Dean Phelps was asked.

"In many ways. As one example, it has had the effect of encouraging men to enter NESEP (Navy Enlisted Scientific Education Program)."

Let's list here some of the more obvious points which have encouraged the Navy to sponsor *Polaris University* and its successor PACE:

- A method has been developed for providing first class instruction at sea—on a college level.
- The knowledge gained by a student is useful in his Navy assignment, and both directly and indirectly it helps him to advance in rate. The better trained a man is, the more value he is to the Navy.
- The program affords a Navyman an opportunity to put his off hours to a use which would not ordinarily be available within the confines of a ship at sea.

• The stimulation of class participation and group discussion on interesting subject matter is, in itself, a boost to morale.

SOME CRITICISM has been directed at the *Polaris U.* and PACE program as encouraging Navy men to leave the service at the end of their current enlistments to attend college on a full-time basis.

It is certainly true that PACE will pay off, as far as the Navy is con-

out, Dean Phelps was asked.

"His grades are normal, and his participation is typical of extension courses generally. Our experience has been that the average Navy student is attentive, and he does well, considering the heavy calls of regular duty, and considering that he is carrying on his instruction in the most incredible places—under the sea, or way out at sea."

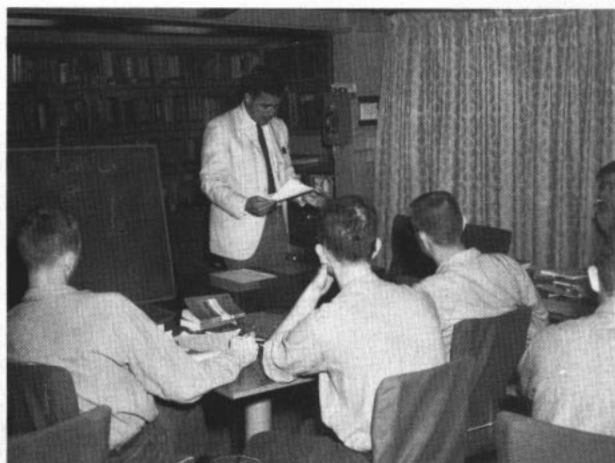
What about Navy dropouts? Dean Phelps was asked.

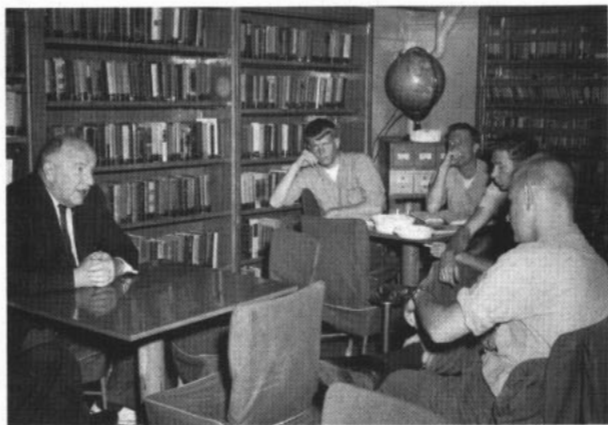
"Personal commitments and such factors as job demands have their effect on a student—whether that student is a person taking a course at sea, near the campus, or in the city. Rotation of personnel is another factor that has to be considered where the Navy is concerned.

"However, most of the Navy students, we find, have as much motivation and perseverance as Extension students on shore."

This was borne out in an official

LEARNING TIME—Cruisemen go collegiate aboard CAG 1. Ship experimented in use of proctors during afloat phase.





COLLEGE AT SEA—Professor R. Albion and students discuss world history. Rt: Plans are discussed by Professor Brinton and Dr. Phelps with Chiefs of the Boat, Blue and Gold crews, T. G. Smith TMC(SS), and L. Berkey, EMC(SS).

cerned, only if men are retained for a reasonable period of time. But it has also been pointed out that many Navy men leave the service with unrealistic plans for a college career. They find out, after leaving the service, that they are not geared to a full-time academic life, or that they cannot afford to go to college unless they work, and they cannot do both.

Enrollment in college level courses *while still in the service* will enable the serviceman to find out whether he is temperamentally or educationally geared to college on a full-time basis. He can separate the hard facts of serious study from the pipe dreams of campus life.

The student finds out whether he really is interested in getting out and going back to college, and the Navy keeps those students who recognize that they prefer in-service training. In both cases it's a boost to morale. Either way, the Navy stands to gain.

LET'S HEAR what some of the men who have actually participated in Afloat-College-Education have to say.

Out in San Diego, Data Systems Technician Second Class Gary Blankenship was one of the first Navy men to enroll in afloat-education aboard the carrier *Constellation*, popularly known as Pacific Fleet University.

"The courses should help us a lot," he commented in a shipboard interview. "We know what the score is and are that much more anxious to get an education."

Back in Boston, aboard *Boston* (which was in drydock for overhaul) Lieutenant (jg) Hercule Mi-

chas, USNR, proctored a course in history as part of the cruiser's at-sea experiment in PACE.

"The course was very beneficial," he said. "Although it entailed a lot of reading, there was good work on the part of the men. There was a lot of class participation."

In the same ship, Lieutenant (jg) Laurence Mueller had a somewhat different reaction. He found the enthusiasm was sporadic, that class time conflicted with working hours. Enrollment of a number of men from the same duty section was also a factor that could disrupt ship operations.

Still another problem was the conflict with liberty. "It takes a highly motivated man to give up his liberty for a course. During the period that a ship is in port, chances are that if the time of the course conflicts too much with liberty, he will miss his class—or drop the course."

The foregoing illustrates the fact that an education, particularly at the college level, is not to be gained without hard work and some hardship. And there still are problems to be solved, not only for the Navy students but the ships themselves.

THE BIGGEST PROBLEM, according to Dean Phelps, is the matter of scheduling classes and providing a time for instruction that does not conflict too much with the operation of the ship and the time and energy of the crew, then coordinating the whole course so that participation will not be affected too greatly by normal rotation and turnover of personnel.

An executive officer in one ship commented that accommodations for

classes in the ships' limited spaces was also an important factor. Undoubtedly the success of PACE in the surface forces will be measured in no small degree not only by the interest of the crew, but also by the cooperation of the division officers and the sponsorship of the ship's commanding officer and his XO.

Does Navy's Afloat College have any esprit de corps, such as you'd find on a college campus?

The following incident, related by Asst. Professor Brady Williamson, of Massachusetts Institute of Technology, demonstrates that it has. The professor conducted a course in metallurgy, meeting with his students in a basement office at Naval Station, New London, during the shore phase of the training.

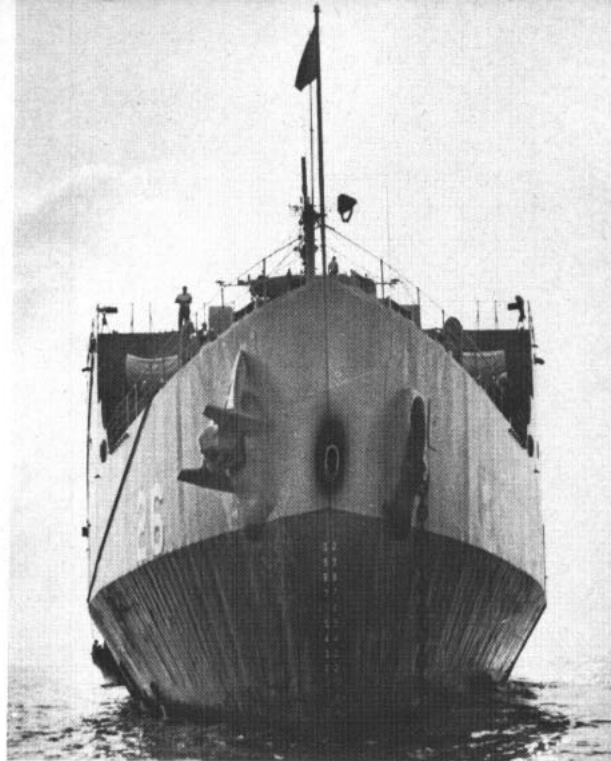
Professor Williamson was discussing the enthusiastic sponsorship of Missile Technician John William Hospidor, now with the Polaris Missile Facility, Atlantic, in Charleston, S. C. At the time Hospidor was one of the Blue-Gold crews back in New London from a tour under the sea.

"Hospidor took it upon himself to become our volunteer promoter. He rounded up recruits for the college program, registered as many students as he could for the course, even set up a coffee club. He had notices publicizing the courses posted on bulletin boards, and he talked up the program at every opportunity.

"Best of all," the M.I.T. professor said, "Hospidor enrolled in as many courses as he could, and took an active part in classroom discussions.

"He was a booster. He had the real PACE college spirit."

—John A. Oudine



Tortuga: Home Base

USS TORTUGA (LSD 26) has just completed a mission in Vietnam as a base ship for *Operation Game Warden* river patrol boats (PBRs).

As the base for River Patrol Section 512, the dock landing ship's chief job was to support 512's boats in their operations on the rivers of Vietnam's rice-rich Delta.

Anchored in the South China Sea approximately 15 miles off the mouths of the Co Chien and Bassac rivers, *Tortuga* was a haven for both

the returning crews and their boats after their long 12-hour patrols.

Take a look at the daily routine of a ship on this assignment:

The mother ship for the river patrol boats and their crews has her work cut out for her.

Air-conditioned spaces, hot food, a chance to catch a movie and to pick up their mail await the four-man crews upon their return.

The boats need personal attention, too, and *Tortuga's* maintenancemen

take over.

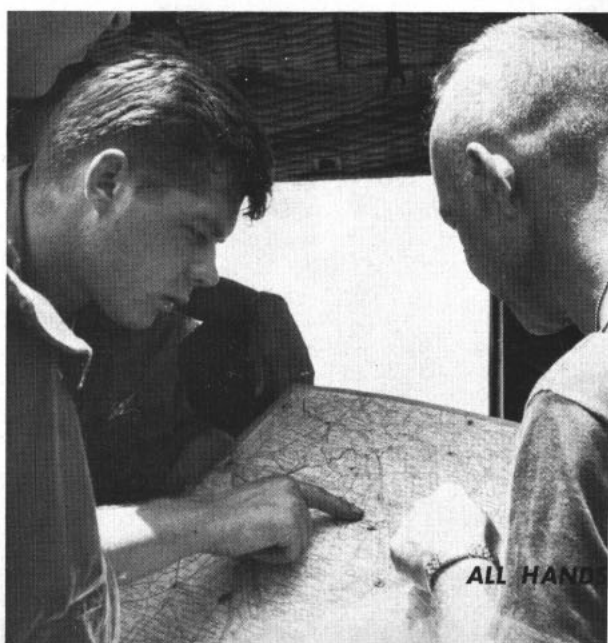
As soon as they are hoisted out of the water and positioned in the LSD's well deck they are serviced and readied for the next patrol and, if necessary, repaired.

The cycle is seemingly endless as the patrols go on night and day.

Occasionally, however, the cycle is broken, usually by a call to help out in an emergency.

On 19 June, for example, *Tortuga* was called off station to assist in

BELTED BULLETS—Paul Knudsen, ENFN, stows PBR's ammo. *Rt:* Copter crew checks map while flying support for PBRs.



salvage and cargo offloading operations of an enemy steel-hulled trawler that had been forced aground and damaged in a heavy fire fight.

TORTUGA was also the base for UH-1B Huey helicopters from Detachment 29 of Helicopter Combat Support Squadron 1, homeported at Ream Field, Imperial Beach, Calif.

Detachment 29 in turn supported the PBRs with close-fire support and reconnaissance and surveillance flights.

The PBRs and Hueys worked together as a close-knit team in their joint efforts to clear the Viet Cong off the rivers of the Delta.

In addition to her chief mission as an Operation Game Warden support ship, *Tortuga* supported craft engaged in Operation Market Time patrols off the coast of Vietnam.

at Sea

Market Time is the Navy operation designed to prevent the infiltration of Viet Cong personnel and supplies into Vietnam from the sea.

As the around-the-clock activity aboard *Tortuga* went on in support of Game Warden and Market Time operations, the majority of the ship's company went about their routine, at-sea chores.

The hull had to be painted, watches stood, brightwork polished.

Tortuga men also battled the ancient enemy of the sailor, boredom.

Because of her mission *Tortuga* could sail into no exotic ports, nor did her crew have even a normal amount of liberty.

But morale was high. The men kept busy. During off hours, there were regular volleyball sessions in the well deck, small arms firing practice off the stern and occasional liberty parties to Vung Tau, the rest and recreation center 75 miles up coast.

On her way home, *Tortuga* and her crew made up for being at sea or anchored offshore most of the time. The veteran LSD visited Subic Bay in the Philippines, and the liberty ports of Hong Kong and Yokosuka.

—Ted Jorgenson, JOC, USN

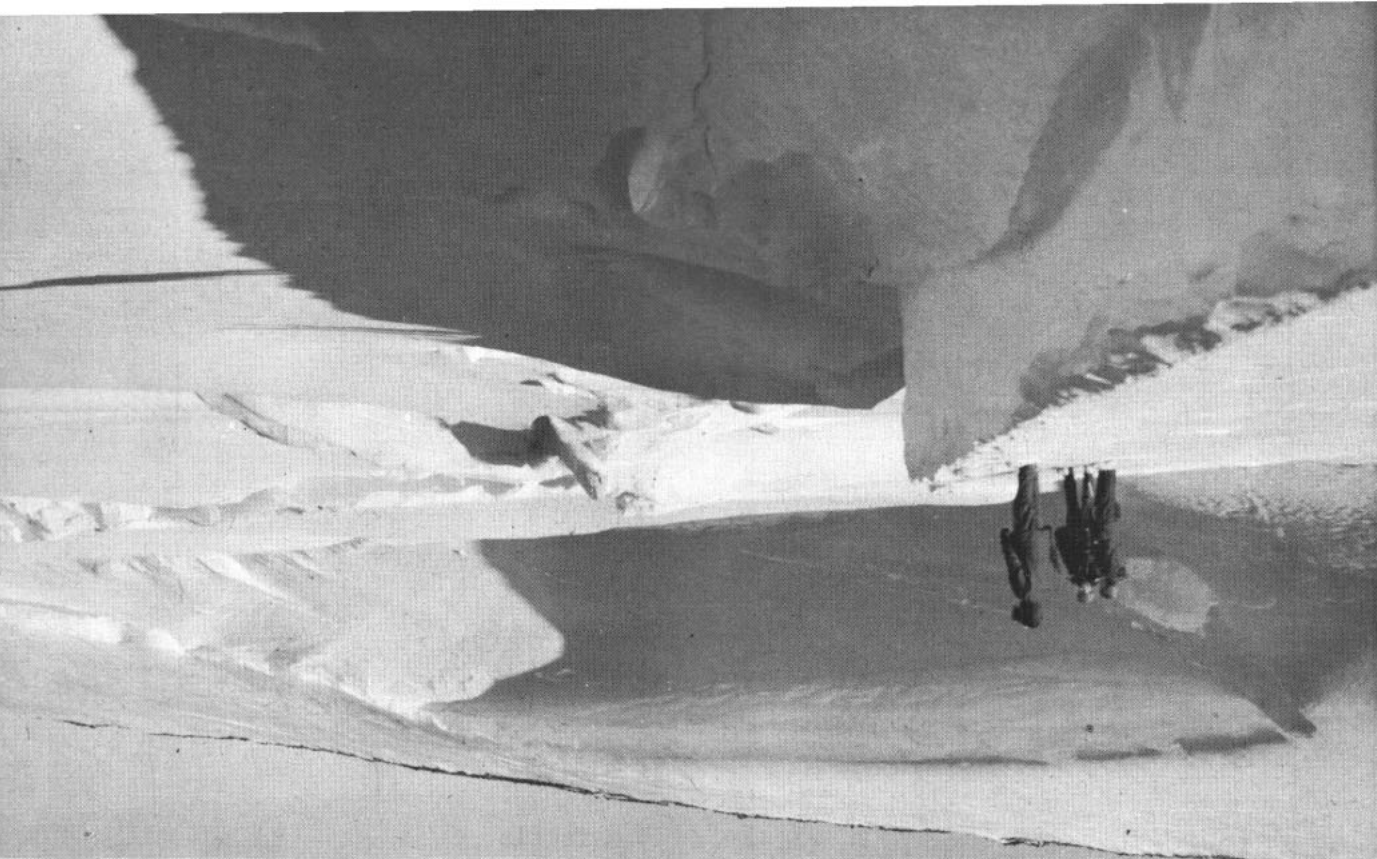


TORTUGA TOPSIDE—Sunset silhouettes LSD resting off coast of Vietnam.



ON STATION—Market Time Coast Guard cutter heads for *Tortuga* for supplies. Below: Patrick Bailey, SN, performs maintenance on twin 50s of boat.





UP-SIDE DOWN

DOWN AT MCMURDO, one sure sign of summer is not necessarily the buzz of mosquitoes or the cheerful call of the red-eyed vireo. It is the tooth-rattling roar of icebreaking operations.

This month is high summer on the south polar cap. The temperature is well-nigh balmy and the sun shines all day and most of the night, too. For Operation Deep Freeze 67, it is the season of the icebreakers USCGC *Glacier* (WAGB 4), *Eastwind*

(WAGB 279) and *Staten Island* (WAGB 278).

Few men in the wintering-over party are on hand to greet them. Most were relieved in October, the earliest date on which the first ski-equipped aircraft were able to land. By now, they are in CONUS, enjoying a well-earned leave and liberty before reporting to the next duty station or, perhaps, back to the ice.

Headquarters for Deep Freeze 67 will be, as usual, at McMurdo Sta-

tion. McMurdo is located at the edge of the Ross Ice Shelf and is the principal sea and aerial staging base as well as the major scientific station for U. S. exploration in Antarctica.

During last year's operation a new six-bed dispensary was completed at McMurdo and construction was begun on a new public works and transportation center.

Also last year groundwork was laid for a large two-story personnel center. This season, the construction of the building shell and installation of utilities for the subsistence, mechanical and laundry sections is expected to be completed. The finished facility will house 250 men and feed 500. It will be the largest building in Antarctica.

WAY DOWN SOUTH—Navy airmen refuel a Navy *Hercules* aircraft on the snowy runways of Williams' field near McMurdo Station, Antarctica.



OTHER PROJECTS planned for this year include laying seven miles of fuel lines over the snow between McMurdo Station and Williams Field, installing a sewer system, constructing two warehouses, and enlarging a water distribution system from the distillation plant to the station facilities. A protective coating will be applied to fresh and salt water storage tanks and the water

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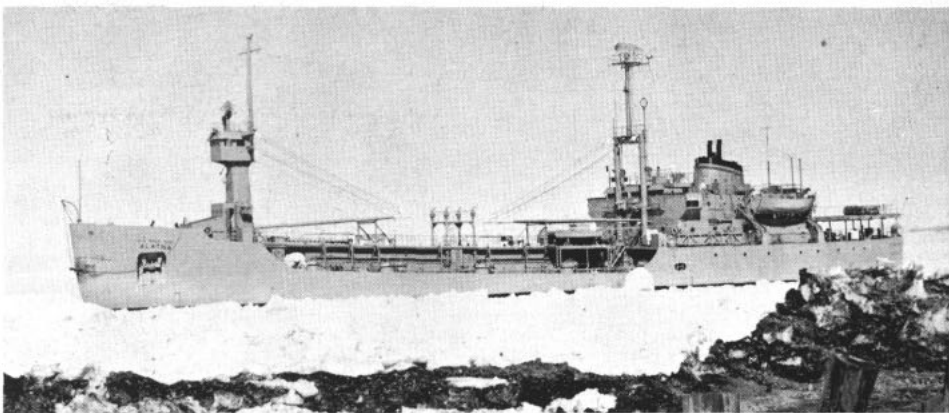
distillation plant will be activated.

The McMurdo projects—and those scheduled for other stations—will be carried out by Mobile Construction Battalion Unit 201 out of Davisville, R. I.

This year the Amundsen-Scott South Pole Station will again serve as a refueling stop for aircraft en route to the new Plateau Station. Last year the fuel storage capacity at Pole Station was increased and early this season a 10,000-foot skiway will be prepared for air traffic.

The new Plateau Station was constructed last year. The station, designed to support eight men in one of the coldest areas on earth, was built with five air-transported modular vans which were connected at the site to provide living and working spaces. Three additional vans were flown in to provide an emergency shelter and a scientific substation.

Vans and construction material were airlifted to Plateau from Mc-



SIGN OF SPRING—When supply ships start to arrive at McMurdo it's spring.

cated. Disassembly began soon after the first Navymen reached the station early last month.

At Palmer Station, on Anvers Island just off the coast of the Antarctic Peninsula, a temporary camp, a boat landing, a wharf, and a storage area are planned. In addition, the station will receive a new fuel distribution system and a new generator. Palmer Station is the northernmost U. S. site in Antarctica.

It is located at a former British campsite.

The word for Hallett Station this year is no construction: just lots of penguins, as usual. Hallett is located near one of the largest known Adelie penguin rookeries. It is manned only in the summertime.

IN THE LAST few years there has been increasing interest in Deep Freeze operations by those respon-

DUTY

Murdo aboard ski-equipped C-130 aircraft.

LAST WINTER the scientific staff at Plateau was forced to move into the emergency shelter for a short period when the generators at the main camp failed. This season the troublesome generators will be repaired or replaced. In addition a micromet tower (used to study meteorological characteristics of small and confined layers of air near the ground) will be built and a 14,000-foot skiway constructed.

Plateau Station will be manned for two years, then disassembled and moved to a new location.

Already this season at Byrd Station a 14,000-foot skiway has been built. Byrd Station, located in the heart of Marie Byrd Land, is more than 5000 feet above sea level.

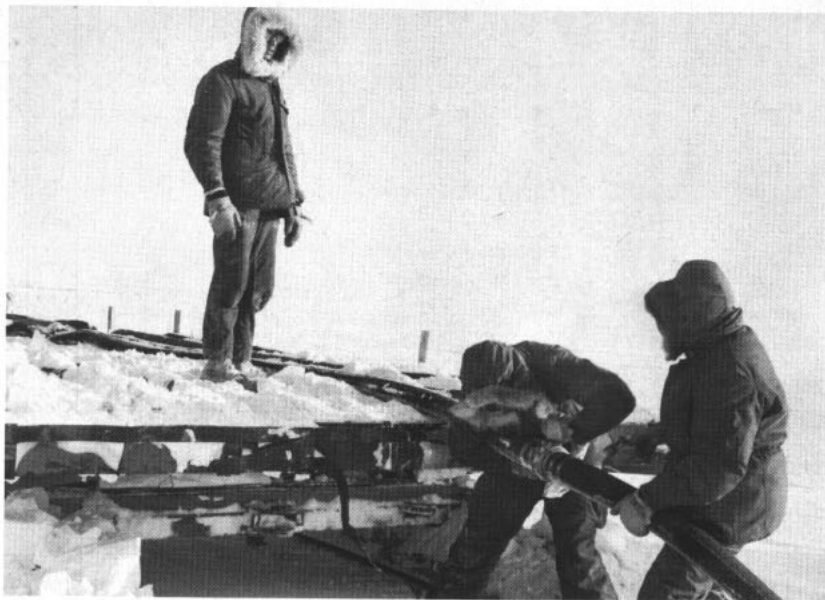
Scheduled activities at Byrd this year include installation of a thermal deep-drill facility and the reinforcement of the roof trusses above the hydrogen generator building and radio noise vault.

This year's plans also call for Brockton Station, a seasonally manned weather facility, to be relo-



WIND STORM with its blowing snow brings a temporary halt to activities at McMurdo. Below. An unusual 'roll' cloud formation obscures observation hill.





SNOW JOB—Navymen at McMurdo lay pipe from base to Williams Field.

sible for the U. S. space program. Experience in Antarctica provides valuable information on man's ability to survive and function in remote and austere areas.

Shelter is of special importance. Whether on the ice or on the moon, temporary facilities must be readily transportable, reliable, and easy to erect.

One of the Navy's solutions has been prefabricated modular vans such as those used at the Plateau Station (see above). The vans may be easily moved and assembled and provide relatively comfortable living

and working quarters in an area where temperatures occasionally dip below the -120° mark.

A Navy doctor, as officer in charge of Plateau Station, observes and records the men's reactions to the isolation, darkness, altitude (12,000 feet) and cold. The data may prove useful when designing living facilities for future spacemen.

THE SUMMER population of the U. S. antarctic force is usually about 1200, but in the winter the figure is reduced to approximately 250. Those who remain through the long, dark

season are isolated from civilization except for radio communications. By the time the wintering-over party departs Antarctica, the men have logged about one year on the ice.

The majority of Navymen in the wintering-over party are members of the Antarctic Support Activity. ASA is home-based at the Construction Battalion Center, Davisville, R. I.

The unit—one of the largest involved in the Deep Freeze operation—is responsible for providing food, housing, camp and equipment maintenance, construction support, and general housekeeping services for all U. S. stations in Antarctica.

Air Development Squadron Six provides aircraft transportation for men and cargo throughout the continent. AirDevRon Six aircraft are also used for reconnaissance flights and photographic mapping missions.

Ski-equipped aircraft flown by VX-6 include the *Hercules*, *Skytrain* and *Dakota*. The Navy airdales also use the wheel-equipped *Super Constellation* and the LH-34D helo.

IN ADDITION to the three Coast Guard icebreakers listed earlier, several other ships will go south in support of Deep Freeze 67.

USNS *Private John R. Towle* (T/AK 240) and *Wyandot* (T/AK 92) will carry a total of some 15,000 tons of surface cargo to Antarctica and to the support facility in New Zealand. This cargo includes almost six million gallons of bulk fuel to McMurdo and Palmer Stations.

Midway between New Zealand and Antarctica, two escort ships will take turns performing weather station duty. They are *USS Mills* (DER 383) and *Thomas J. Gary* (DER 326).

USNS *Eltanin* (T/AGOR 8) a laboratory ship is scheduled to conduct oceanographic research in the South Pacific and the Ross Sea. The vessel will make a brief stop in McMurdo in January.

The New Zealand ship HMNZS *Endeavour* will transport petroleum, oil and lubricants to Antarctica in support of U. S. and N. Z. stations.

The Naval Air Transport Wing Pacific, homeported at NAS Moffett Field, Calif., is responsible for flying high priority cargo to Deep Freeze activities. The group has scheduled 15 turnaround flights between Christchurch, N. Z., and Antarctica during November and early December.—Jon Franklin, JO1, USN



MEANWHILE BACK ON ICE a seal and its young watch what's going on. Right: Kenneth D. Dallas, ETC, USN, checks his flower garden at Byrd Station.





TWIN TOWERS of *St Francis River* and *Clarion River* show at recommissioning. Right: Launchers are visible on deck.

Rocket Rainmaker

USS ST FRANCIS RIVER (LSMR 525) belongs to one of the smallest classes of ships in the Navy, the landing ship, medium, rocket. But, though she is one of only three of her kind in commission, the ship is doing a bang-up job in the Vietnam conflict—and the pun is intended.

For example, on one of her missions, barrages touched off secondary explosions in 53 Viet Cong ammunition dumps.

The 207-foot ship, nicknamed "The Rocket Rainmaker," is not a new breed. Her predecessors were the medium landing ships, deck-loaded with rockets, that led the Tarawa and Kwajalein amphibious assaults in World War II.

LSMR 525, then unnamed, was commissioned in August 1945. The ship, along with 35 others of her class, was en route to Pacific Fleet duty when the war ended.

After a period in mothballs, the nameless LSMR 525 was reactivated and sent to Korea. Her battle ribbons tell tales of raids on Wonsan Harbor, Suwon Dan and Hodo Pando, and a commendation for the Tachen Island evacuation in 1955.

Near the end of 1955, LSMR 525 and her sister ships were named for rivers in the United States and sent again to the mothball fleet.

A second tour of hibernation now over, *St Francis River* is part of Inshore Fire Support Division 93 with sister ships *uss Clarion River* (LSMR 409) and *uss White River* (LSMR 536), and *uss Carronade* (IFS 1).

The Rocket Rainmaker's weapons include eight twin rocket launchers, a brace of twin 40mm guns and a five-inch/38-caliber single mount. She can pour support fire ashore with the strength of six destroyers.

Twice *St Francis River* has walked mass rocket salvos to within 500 yards of friendly forces to dislodge Viet Cong from their strongholds.

On one occasion, the ship intercepted a radio transmission between

forces ashore indicating that a company of Viet Cong was retreating toward the coastline. *St Francis River* offered to block the escape, and was welcomed into the melee.

The Rocket Rainmaker closed toward the beach at flank speed and rained 426 rockets and 928 rounds of 40mm gunfire into the fleeing VC force. The escape was stopped cold.

The Rocket Rainmaker is still earning her nickname.

DAWN FIRING lights up LSMR as sparks from another rocket firing fill air.





"CORPSMAN!"—After receiving aid from a Navy corpsman a Marine is rushed to a helicopter for evacuation.

CORPSMEN ON

A MARINE infantryman lies in a muddy rice paddy firing his carbine at the unseen enemy. A mortar shell lands nearby. There's a cloud of debris flying through the air, then a sudden silence to be broken by the cry: "Corpsman!"

The term hospital corpsman means different things to different people. If you're a sick little boy, he's the one who makes you feel a lot better when he stops to give you a friendly pat on the head.

If you are a combat Marine fighting in Vietnam, he's a lot more. He's the sailor who goes with your company on each patrol in a noncombatant status, yet often takes as many risks as anybody in the company.

He's the one you count on to patch you up when you're hit, whether you happen to be sheltered in a ditch, or exposed to enemy machine gun fire.

Chances are, he's a hero, but you won't get him to admit it. Hospital corpsmen demonstrate their bravery daily in Vietnam. The more than 2100 corpsmen serving there with the Fleet Marine Force have distinguished themselves many times.

Since U. S. troops landed in Viet-

nam, three hospital corpsmen have won the Navy Cross. Two of them died doing so.

HOSPITAL Corpsman 2nd Class Martin L. Gillespie, USN, was awarded the Navy Cross, posthumously, for an action which took place during Operation Texas in March 1966.

While on a search and destroy mission, Gillespie's platoon was hit by machine guns. When one Marine tried to knock out the guns with

AWARDED — Hospital Corpsman Third Class A. H. Garnett, USN receives Silver Star for heroism.



his rocket launcher, he was hit in the throat.

Gillespie dashed across over more than 30 yards of exposed ground to the fallen Marine, disregarding the enemy fire. While Gillespie worked to stop the bleeding, the enemy raked the surrounding area with machine gun fire.

He finally stopped the bleeding, then began moving the wounded man to cover, but in doing so he was mortally wounded by the machine gun.

Another corpsman who treated the wounded Marine stated later that the immediate medical treatment administered by Gillespie saved the wounded man's life.

DURING OPERATION UTAH, Hospitalman Samuel G. Orlando, USN, was serving with Company H, Second Battalion, Seventh Marines. During a fire fight with a large Viet Cong force, he aided and evacuated many of the wounded Marines.

His company had been assigned to secure the high ground which dominated the battalion's right flank. After the objective was secured, the



SHIPSHAPE—Copter flies wounded to hospital ship *USS Repose* where doctors and operating technicians take over.

CALL

enemy began hitting the hill with mortars and machine guns.

The platoon was being hit badly when Orlando voluntarily went to the embattled area to provide aid to the wounded. He crossed the hill, which was swept with heavy fire, and administered aid to several of the wounded and helped carry them to a covered area for evacuation.

On one of his trips, Orlando heard the cry for more machine gun ammunition. He grabbed the needed ammunition, delivered it, then began putting the belts of ammo together for the gunner, who was repelling an enemy attack.

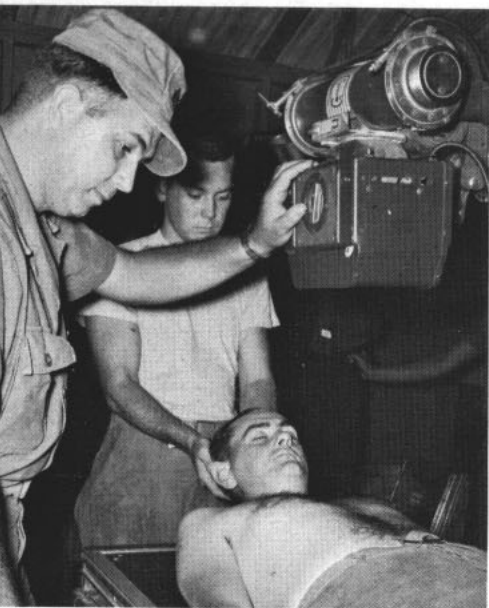
When a man in front of him was hit, he crawled toward him to render aid, even though he could see that the enemy was almost on top of the position.

He reached the wounded man, but he was soon struck by enemy fire and killed. His body was later found next to the man he was aiding and, as observed by the battalion executive officer, it was obvious that he had no intention of leaving until his work was done. He too was post-

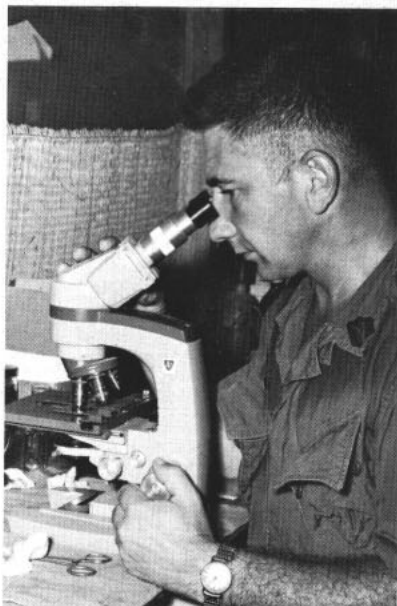


ON CALL—Corpsman readies wounded Vietnamese soldier for flight to hospital. Above: M. Norris, HM3, examines youngster during sick call for villagers.





Corpsmen prepare to X-ray



A blood check is made by HM



HM mans gear in combat zone blood bank

MANY JOBS—As members of the Navy medical team corpsmen perform many tasks that help patient's recovery.

humously awarded the Navy Cross.

HOSPITAL Corpsman 3rd Class Billie Holmes, USN, was corpsman with an 18-man platoon which had been put deep within enemy-controlled territory to observe enemy movement.

The enemy discovered the platoon's position, and began a battalion-sized assault. When several of the Marines were hit, Holmes left his position to aid the wounded. Oblivious to shouted warnings to take cover, he moved from one wounded man to the next, giving emergency treatment.

Twice, when hand grenades were thrown into the defensive position, he covered the body of a wounded man with his own to protect him.

He was himself wounded by a grenade, and knocked unconscious by the concussion. When he regained consciousness, he saw that several more Marines had been wounded. Disregarding his own wounds, he repeatedly exposed himself to hostile fire, moving among the wounded administering treatment.

During the course of the 14-hour fight, every man in the platoon was hit by enemy fire. Holmes never once hesitated to go to the aid of a wounded man. He was awarded the Navy Cross.

THESE ARE, of course, only a few examples of the courage hospital corpsmen have shown in Vietnam.

In addition to the three Navy Crosses, corpsmen have been awarded 18 Silver Stars, and more than 30 Bronze Stars. Their duties have also earned them over 400 Purple Hearts.

These hospital corpsmen who patrol with a Marine platoon are called line corpsmen. There are other hospital corpsmen—600 of them, in fact—scattered throughout Vietnam.

Many serve at Marine medical battalions, better known as field hospitals. Others are at Da Nang Hospital, the only Navy hospital in the country. More are stationed offshore in the hospital ship *USS Repose* (AH 16). You will also find them with Seabee units, river patrol forces, surveillance groups and, of course, many other units.

A man wounded in Vietnam has a better chance of living through the ordeal, and eventually being returned to his unit, then he had in previous wars. This is largely because of improvements in three important areas: on-the-spot treatment, prompt evacuation, and the establishment of fixed facilities for treating casualties.

ON-THE-SPOT treatment actually takes two forms. First, there is the line corpsman who is with the patrol when the man is wounded. He administers first aid and calls for a helicopter if necessary. Second, there are the forward collecting and clearing units which are usually set

up close to the area of operations. Often a chopper can get the wounded man to one of these units in a matter of five to 10 minutes. The units are equipped to provide more definitive first aid and to perform surgery.

The helicopter is playing a tremendously important role in the evacuation of casualties from the battlefield to a medical facility. In previous wars, wounded men were delivered to battalion aid stations by truck or other overland conveyance, with a resultant slow, bumping trip.

In Vietnam, many casualties are saved, simply by getting prompt medical attention.

AS IF the treatment of casualties weren't enough, Navy hospital corpsmen in Vietnam have another job to do. It's called civic action, and it has proven effective in fighting the "other war" of winning the hearts and minds of the Vietnamese people.

The part of this program which involves corpsmen is called MED-CAP, for Medical Civic Action Program. Usually, this program is an organized command effort, with teams visiting villages weekly or more often to treat the sick among the Vietnamese civilians.

Sometimes, however, individual corpsmen feel this isn't enough, and use their off-duty hours to make special trips to the villages on their own.

To get an idea just how multitudinous are the jobs performed by

hospital corpsmen in Vietnam, rejoin the wounded Marine in the rice paddy as the company corpsman crawls through the muddy water to help him.

After a quick examination to see how badly he is injured, the corpsman tries to stop the bleeding, and injects morphine into the wounded man to relieve his pain. Then he helps him back to a defensive position and calls for a chopper to come in and pick him up.

When the MEDEVAC chopper gets to the pickup zone, a crewmember jumps off and helps get the wounded man onto a stretcher and into the helicopter.

TEN MINUTES after the man was hit, the chopper lands at the field hospital, and the wounded man is being examined by a doctor. A corpsman, meanwhile, is taking his blood pressure, determining his blood type, and setting aside blood for him.

The examining doctor decides that an X-ray should be taken, and a corpsman sets up the machine and takes a picture of the wound. Twenty minutes after he entered the hospital, blood is being pumped into the Marine.

From there, he enters the shock and debridement room, where various methods are used to bring him out of shock, and any remaining steel fragments are picked out of his wound.

Then he is moved into the inten-



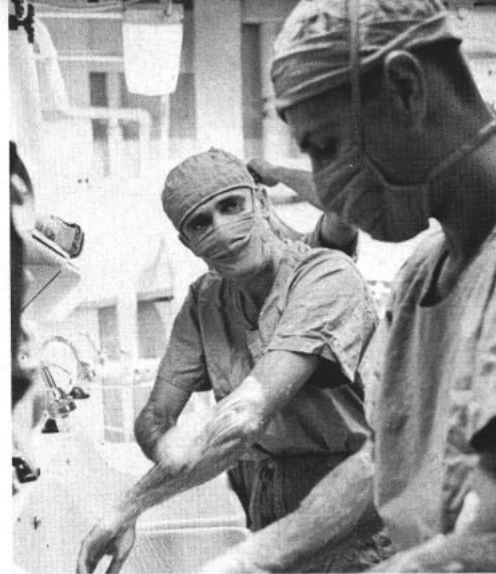
ON DECK—Casualty from combat, landed aboard *Repose* anchored offshore and is rushed to operating room. *Rt:* Surgeon and HM wash for operation.

sive care unit, where another corpsman stays with him at all times, to keep him from slipping back into shock, and he is prepared for surgery.

The corpsman wheels him to the operating room, where the doctor operates on him. During the operation, corpsmen assist the surgeon in such ways as setting up anesthesia equipment, and scrubbing and passing instruments.

After surgery, the Marine goes back to the intensive care ward, where he will be constantly attended by a corpsman. Here, he remains from six to 48 hours, until the doctor decides that he can travel.

Then he is removed by helicopter



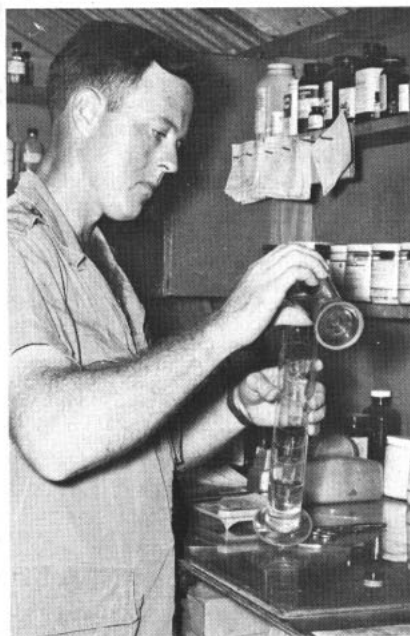
to a more permanent facility. If his wound was serious enough, he will be flown to the United States to recuperate, or, if possible, he will be returned to his unit.

Possibly he will reflect on his experience, and on the men he has seen at work. He perhaps has a better understanding of their job. He has seen the hospital corpsmen doing the hundreds of jobs required in the daily routine of saving the lives of combat casualties.

He will be grateful to be alive. Thankful that these men had been nearby when he lay in the rice paddy and yelled "Corpsman!"

—Jim Teague, JO1, USN.

DAY'S WORK—Paul Hinojos receives Bronze Star, S. C. Cline works in pharmacy and corpsmen deliver wounded.





USS Nicholas (DD 449) commissioned 4 Jun 42 shown today after FRAM and dressed for WW II



USS Constitution (IX 21) commissioned 1798



USS Cimarron (AO 22) commissioned 20 Mar 39

USS Essex (CVS 9) commissioned 31 Dec 42



First Ladies

DURING recent months ALL HANDS has mentioned certain ships that were celebrating their 25th anniversary of commissioned service, thus establishing an unofficial "Over-25 Club." Membership in the club is limited, to say the least. A ship must have been commissioned over 25 years ago, have never been decommissioned, and still be in an active status.

It seems Navymen take great pride in citing their ship as one which has displayed staying power. And well they might, for it is this ability to go-go-go, and then go some more, that has kept our Fleet up to its continually high state of readiness.

These ships have proved that they are tenacious, and over the years their crews have been sailors who knew how to take care of a ship.

This brings up an obvious question: *Which are the oldest commissioned ships in the Navy?*

There must, of course, be a couple of ground rules for such a list. First of all, we have to bypass the rules of the Over 25 Club, simply because they are so strict.

That other little rule about continuous service, with nary a day in decommissioned status, would narrow the field down to about eight. Therefore, this list will include the

oldest of the *active commissioned* ships in the Navy.

Another point that should be mentioned is that any ships which are not actually *in commission* are not included, even though they might be *in service* and have been around for quite a while.

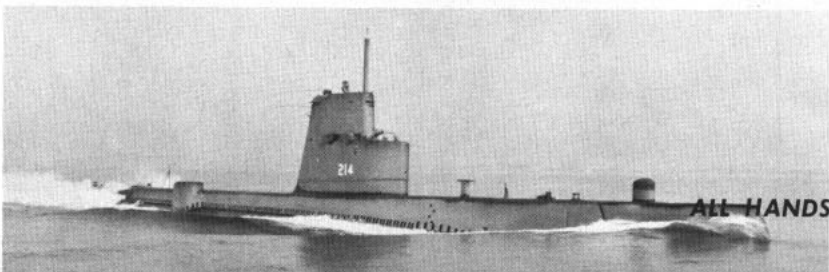
For this reason, you will not find *Sequoia* (AG 23), the SecNav yacht, on the list, even though she was commissioned by the Navy in 1933. Many other ships fit into this category, including many harbor tugs and other auxiliary vessels which have seen long and distinguished service.

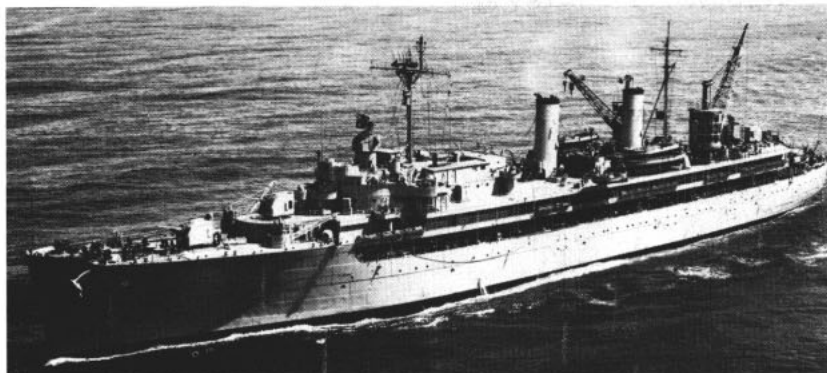
Now, here's the list:

- Any discussion of the older ships in the Navy must begin with *USS Constitution* (IX 21). This famous man-of-war was commissioned in 1798, and is at present in commission, serving as a historical memorial at Boston Navy Yard.

Constitution served as flagship for the fleet of American vessels which blockaded the port of Tripoli in 1803, and fought in the War of 1812, where she earned the nickname *Old Ironsides*. She narrowly missed being broken up twice after her gallant service, but finally became a shrine at Boston on 7 May 1934.

USS Grouper (AGSS 214) commissioned 12 Feb 42





USS *Prairie* (AD 15) commissioned 5 Aug 40



USS *Fletcher* (DD 445) commissioned 30 Jun 42



USS *Tunny* (SSG 282) commissioned 1 Sep 42

of the Fleet

• Were it not for *Old Ironsides*, *uss Cimarron* (AO 22) would have the distinction of being the Navy's oldest ship in commission. She is the oldest continually active commissioned ship in the Fleet.

Cimarron was commissioned 20 Mar 1939, and participated in almost every major naval operation in the Pacific during World War II, including the one that launched Doolittle's flyers for the first raid on Tokyo.

She was right on the scene during the Korean war, too, refueling many of the amphibious ships that took part in the Inchon invasion. During that war, she fueled more than 200 different United Nations' ships.

In 1954, *Cimarron* participated in the "Passage to Freedom" operation in Indo-China, serving as flagship of the support group which helped evacuate northern Vietnamese refugees to South Vietnam.

• *uss Platte* (AO 24) was commissioned 1 Dec 1939. Along with sister *Cimarron*, she provided logistic support for the carrier task forces that fought the Battle of Midway.

She earned 17 battle stars for her operations in World War II and Korea. She is now operating with the Seventh Fleet.

• *uss Dixie* (AD 14) was commissioned 25 Apr 1940. After roaming over most of the Pacific during World War II, she showed up at Bikini Atoll in April 1946, when the first postwar atom bomb tests were being conducted.

During the Korean conflict, she performed her usual first-class repair job, and even got in a few licks herself when her guns helped bombard the enemy-held coastline in January 1951. *Dixie* now serves in the Pacific Fleet.

• *uss Prairie* (AD 15) was commissioned 5 Aug 1940. She served in both the Atlantic and Pacific Fleets during World War II; now serves with the Pacific Fleet.

• *uss Sabine* (AO 25) was commissioned on 25 Sep 1940. Her World War II exploits included participation in the invasions of Guadalcanal, Okinawa and Iwo Jima. She is now serving with the Sixth Fleet in the Mediterranean.

• *uss Kaskaskia* (AO 27) was commissioned on 29 Oct 1940, and spent all of World War II in the Pacific. Enemy planes discovered that *Kaskaskia* could do more than just deliver oil to U.S. warships. Twice she was attacked by enemy aircraft, but both times her anti-aircraft fire made the attacking pilots



USS *Hancock* (CVA 19) commissioned 15 Apr 44



USS *Ticonderoga* commissioned 8 May 44

USS *Lexington* (CVS 16) commissioned 17 Feb 43



USS *O'Bannon* (DD 450) commissioned 26 Jun 42





USS Intrepid (CVS 11) commissioned 16 Aug 43



USS Yorktown (CVS 10) commissioned 15 Apr 43



USS Chemung (AO 30) commissioned 3 Jul 41



USS Castor (AKS 1) commissioned 12 Mar 41

think better of it and turn tail. *Kaskaskia* now operates with the Sixth Fleet.

- *uss Aldebaran* (AF 10) was commissioned 26 Dec 1940. She spent most of the war shuttling provisions between San Francisco and the Pacific islands. She was present in Tokyo Bay on 2 Sep 1945, when the terms of the Japanese surrender were signed aboard *Missouri*. She is now an Atlantic Fleet ship.

- *uss Castor* (AKS 1) was commissioned on 12 Mar 1941. She has seen lots of variety in her duties. Consider some random dates. On 7 Dec 1941, she was at Pearl Harbor, fighting off attacking enemy planes with her three-inchers. In August 1954, she was in Indochina, issuing supplies to ships evacuating war refugees. In April 1955 she was making underway replenishments to ships of the Formosa Patrol. Today,

she is assigned to the Seventh Fleet in WestPac.

- *uss Salamonie* (AO 26) was commissioned in April 1941. She spent most of World War II in the Atlantic, sailing with convoys to and from Great Britain. She went to the Pacific in July 1944, where she spent the rest of the war. Her duty there included nine trips to the Persian Gulf as part of the "Bahrein Shuttle" supplying the ships in the Western Pacific with oil. She is now back in the Atlantic Fleet.

- *uss Mount Baker* (AE 4) was commissioned 16 May 1941. First known as *Kilauea*, she became *Mount Baker* in March 1943. She spent much of her wartime career in the Mediterranean/European area, supplying ammunition to ships in such ports as Oran, Algiers; Arzeu; Bizerte; Palermo, Sicily; Clyde River, Scotland; Plymouth, England; and



USS Kaskaskia (AO 27) commissioned 29 Oct 40

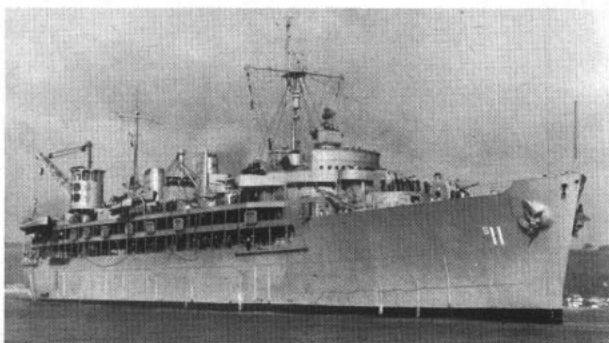


USS Vulcan (AR 5) commissioned 16 Jun 41



USS Salamonie (AO 26) commissioned Apr 41

USS Guadalupe (AO 32) commissioned 19 Jun 41



USS Fulton (AS 11) commissioned 12 Sep 41

Londonderry, N. Ireland. *Mount Baker* now operates with the Seventh Fleet.

- *USS Guadalupe* (AO 32) was commissioned 19 Jun 1941. She earned 12 battle stars for her part in World War II operations in the Pacific. She is still active with the Seventh Fleet.

- *USS Vulcan* (AR 5) was commissioned 16 Jun 1941. From 1941 to 1944, she operated in the Atlantic and Mediterranean areas, basing at Argentina, Newfoundland; Hvalfjörður, Iceland; Algiers and Mers-El-Kebir, Algeria; before transferring to the Pacific. *Vulcan* received a battle star for participating in the invasion of Normandy, including bombardment of Cherbourg. She now repairs ships of the Atlantic Fleet.

- *USS Delta* (AR 9) was commissioned in June 1941. She was first commissioned as a cargo ship (AK 29), then became a repair ship on 3 Mar 1943. Her repair beat was the Atlantic during World War II. In the month of August 1943, she managed to work on 248 ships and amphibious craft, then shot down a couple of attacking planes of the Luftwaffe. *Delta* is now in the Pacific Fleet.

- *USS Markab* (AR 23) was commissioned 15 Jun 1941. She began life as an attack cargo ship (AK 31), but became a destroyer tender (AD 21) in September 1942, and supported many invasions in the Pacific.

Over 25, Without a Break in Service

Since the establishment of the Over-25 Club, the requirement that the ship's active commissioned life be continuous from commissioning date has managed to keep the club small and select.

To the best of our present knowledge, only eight ships qualify as members. They are:

Ship Commissioning Date

<i>Cimarron</i> (AO 22)	20 Mar 1939
<i>Platte</i> (AO 24)	1 Dec 1939
<i>Dixie</i> (AD 14)	25 Apr 1940
<i>Prairie</i> (AD 15)	5 Aug 1940
<i>Aldebaran</i> (AF 10)	14 Jan 1941
<i>Salamonie</i> (AO 26)	28 Apr 1941
<i>Guadalupe</i> (AO 32)	19 Jun 1941
<i>Vulcan</i> (AR 5)	16 Jun 1941

There may be others. *USS Constitution* (IX 21) has not been forgotten, but she really belongs in a class all by herself.

She was placed in mothballs in 1947, came back to active duty in 1952, and was again decommissioned in 1956. In 1960 *Markab* was again commissioned, this time as a repair ship. She is presently operating with the First Fleet off the West Coast.

- *USS Chemung* (AO 30) was commissioned 3 Jul 1941. She operated in the Atlantic during most of World War II, crossed the sub-infested North Atlantic 28 times.

Once she made a round trip alone to Iceland, dependent solely on her high speed and small guns for safety. She is now operating with First Fleet.

- *USS Fulton* (AS 11) was commissioned 12 Sep 1941. She roamed all over the Pacific during World War II, setting up seaplane bases, repairing submarines and other ships, and found time to build a rest camp for submariners in New Guinea.

On 1 Apr 1958, the submarines *USS Nautilus* (SSN 571), *Skate* (SSN 578), and *Seawolf* (SSN 575) were assigned to Submarine Squadron 10, and *Fulton* became the first ship assigned to support nuclear-powered ships. *Fulton* is an Atlantic Fleet tender.

- *USS Rainier* (AE 5) was commissioned 21 Dec 1941. During World War II she delivered ammunition used by our ships in the Battle of Midway and later operations at Tarawa, Kwajalein, and Majuro, in the Marshalls. She is now part of the Pacific Fleet.

Well, there you have it. The list of Grand Old Ladies of the Fleet. Is your ship among them? If so, you can be mighty proud of her. She has done her full tour of duty. And then some.

It is possible, of course, that we inadvertently left your ship off the list, even though she qualifies as a very salty lady. If so, tell us about her.

—Jim Teague, JO1, USN



USS Rainier (AE 5) commissioned 21 Dec 41



USS Aldebaran (AF 10) commissioned 26 Dec 40



USS Markab (AR 23) commissioned 15 Jun 41



USS Delta (AR 9) commissioned Jun 41



USS Mount Baker (AE 4) commissioned 16 May 41



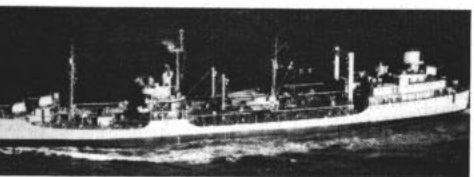
USS Boston (CAG 1) commissioned 30 Jun 43



USS Boston as (CA 69)



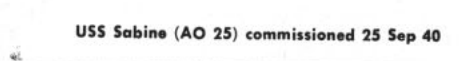
USS Saint Paul (CA 73) commissioned 17 Feb 45



USS Platte (AO 24) commissioned 1 Dec 39



USS Dixie (AD 14) commissioned 25 Apr 40



USS Sabine (AO 25) commissioned 25 Sep 40



More Firsts in Combatant Ships

It might be well, since we're discussing the older ships in the Navy, to list the oldest combatant warships in the Navy, according to type. Some of them, of course, are not quite 25 years old, but they all have shown that very useful quality called staying power. Here they are:

- The oldest active destroyer in the Navy is *uss Nicholas* (DD 449). She was commissioned 4 Jun 1942, and began a distinguished career soon after.

During World War II, *Nicholas* earned a Presidential Unit Citation for her part in rescuing survivors of *uss Helena* (CL 50) following the battle of Kula Gulf, in July 1943.

She also took part in the New Guinea, Gilbert and Marshall Islands, Morotai, and Leyte operations. During these campaigns, she sank two Japanese submarines. Later, she participated in the landings at Lingayen Gulf, Tarakan, Brunei Bay, and Okinawa.

As a fitting climax to her career, she was one of the three destroyers chosen to escort *uss Missouri* (BB 63) into Tokyo Bay to accept the Japanese surrender.

She was decommissioned in June 1946, but came back to the active Fleet in 1961.

Nicholas is the oldest active destroyer by only a few weeks. *uss O'Bannon* (DD 450) was commissioned on 26 Jun 1942, and *Fletcher* (DD 445) was commissioned four days later.

- *uss Grouper* (AGSS) is the oldest commissioned submarine. Though she now is classified as an auxiliary submarine, she still has her combatant capabilities. She was commissioned 12 Feb 1942.

Grouper made 12 war patrols during a distinguished World War II career, and earned 10 battle stars. She was credited with sinking 17,983 tons of enemy shipping and rescuing nine downed aviators.

Grouper became an auxiliary submarine in June 1958, and was assigned to the Underwater Sound Laboratory at New London, Conn. She is still with the Atlantic Fleet.

Now that *Grouper* is an AGSS, *uss Tunny* (SS 282) is the oldest SS-hull classification submarine on active duty. She was commissioned in September 1942.

- The oldest aircraft carrier on active duty is *uss Essex* (CVS 9). Now an antisubmarine warfare carrier (CVS), *Essex* was first commissioned CV 9, on 31 Dec 1942.

Her war record, though too extensive to retell here, is nothing short of fabulous. Wherever there was fighting, *Essex* and her planes were there too. Here are some of the operations for which *Essex* earned battle stars: Marcus Island, Wake Island, Gilbert Islands, Marshall Islands, Truk, Marianas, the Battle of the Philippine Sea, Tinian, Leyte, Luzon, Iwo Jima, and Okinawa.

The oldest carrier still with the attack (CVA) designation is *uss Hancock* (CVA 19), commissioned in April 1944. A close second is *uss Ticonderoga* (CVA 14), commissioned a month later than *Hancock*.

Some of the older carriers that have since become antisubmarine warfare carriers are *uss Lexington* (CVS 16), commissioned in February 1943, *Yorktown* (CVS 10), commissioned in April 1943, and *Intrepid* (CVS 11), commissioned in August 1943.

- The oldest cruiser still in commission is *uss Boston* (CAG 1), although she was switched from heavy cruiser to guided missile cruiser in 1955.

She was commissioned a heavy cruiser (CA 69) in June 1943. Her wartime jobs included screening carriers from enemy air attacks, and supporting Marine landings on enemy beachheads. Some of her many battle stars are in recognition of the firepower she provided during the assaults on Kwajalein, Majuro and Eniwetok; the raids against Truk, Ulithi, Woleai, Ponape, Yap, Palau, and Satawan; the Marianas operations, and the Western Carolines, Western New Guinea, Leyte, Luzon, and Iwo Jima campaigns.

During the attack against Formosa on 14 Oct 1944, *Boston* rescued the severely damaged cruiser *uss Houston* (CL 81) which had been torpedoed, towing her out of further danger.

She was recommissioned CAG 1 on 1 Nov 1955, now operates with the Atlantic Fleet out of Boston.

The oldest cruiser which still carries the heavy cruiser designation is *uss Saint Paul* (CA 73). She was commissioned in February 1945.



FILL 'ER UP—Helicopter crewmen watch the rig as fuel flows. Rt: Hose is hoisted to hovering helo.

Helo Pipeline

MAN ALL HELO inflight refueling stations on the double."

The command rings out on board the Seventh Fleet destroyer *USS Gurke* (DD 783) in the Tonkin Gulf and 17 men scramble to their appointed places.

Hoses are pulled out, the pump room is manned, rubber boots are slipped on, safety observers stand by their stations and a firefighter puts on his asbestos suit.

The evolution is relatively new, but answering the call to inflight refueling stations has quickly become a familiar thing for the *Gurke* crew. During their last two 30-day periods in the Tonkin Gulf, they have averaged five refuelings a day.

Inflight refueling was perfected some 21 months ago to extend the patrol time of ASW helicopters. The process fits in perfectly with Navy search and rescue (SAR).

By extending the aircraft's normal flight time, SH-3 helos like those flown by Helicopter Antisubmarine Squadron Six from the aircraft carrier *USS Intrepid* (CVS 11), now spend six- to 10-hour periods on their SAR stations in the Tonkin Gulf.

The value of inflight refueling to keep those helos on station has been

proven numerous times, such as the recent rescue of an Air Force pilot who was shot down north of Hanoi and picked up less than a mile from the North Vietnamese coast. A few minutes later and he could have been in the enemy's hands.

To the men in *Gurke's* single refueling crew, manning their stations means extra work, interruptions in their regular tasks and sometimes loss of sleep. But they are proud of their assignment to this special work.

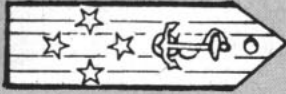
—Story and Photos
by Jim Falk, JOC, USN

IN CASE—Firefighting members of *Gurke's* refueling crew stand by.



ON STATION—Refueling rig is set up. Below: Refueling DD men control hose while pumping gas up to copter.





FOUR STAR FORUM



Suppose You Were CNO for Sixty Minutes

Married and Single Men

If I were CNO, I would take two ships of the same class and, on a trial basis, man one by married men and the other by single men. The two ships should have the same home ports, same ports of call and time at sea.

At the end of a given period—say, a year—compare the two for cleanliness, operational and battle efficiency, combat readiness and morale. I believe the ship with the single men would rate much higher.

From my own experience at sea, I believe that 90 per cent of the single men make better sailors.

At liberty call, the married sailor is usually ready 15 to 30 minutes before the hour and meanwhile, the single man is still on deck and on the ball. This is especially true in the case of boatswain's mates, who work long hours and whose work is never done.

When a married man wants early or special liberty, all he has to do is tell a sad story to his division chief or department head, write "wife" on a special liberty chit, and he is gone on liberty. In some cases, when he has the duty, he doesn't even need a standby. Let a single man try this and see what happens.

You'll find deck divisions of 30 to 40 men being run by a lone petty officer—single of course. Start early and finish late. I can just visualize what would happen if I went ashore at 1600 and reported aboard at 0730.

The two trial ships with married and single crews would help prove a point which many single sailors have been trying to make for years.

D. L. Paust, BM2, USN
D. E. Garcia, BM2, USN
USS *Firedrake* (AE 14)

Good Conduct Medal

Why not engrave the recipient's name and inclusive dates on the Good Conduct Medal. This is a ranking medal and it represents a good record and a clean slate.

What about the expense of adding this engraving? This medal represents a period of time when no court-

martial was necessary. The cost of convening and reviewing the court-martial proceeding would greatly exceed the cost of engraving the medal.

Gilbert L. Halverson, ICCS, USN
Lakewood, Ohio.

PNA Points

I agree that the Navy has the best examination and promotion system of all the armed forces. However, here's a suggestion which might further improve it.

Not only are men who have passed the exams (but not advanced) without tangible reward, but they are required to take the same exam six months later. Many of the men in the frozen and tight noncritical ratings have passed the exam five or six times with high averages and still remained PNA. For these men, I suggest the following:

- Establish a special multiple points award based on two points for

each time they successfully passed a petty officer exam but have not been advanced, to a maximum of 10 points. These would be awarded to personnel in each grade from E-3 to chief of the PNA category and would count in the basic multiple for advancement.

- When a man advances to the next higher grade, his multiple would be reduced to the normal, basic multiple earned by quarterly marks, time in grade, years of service and awards.

N. C. Power, SK1, USN

Regulation Brown Shoes

I have always taken great pride in wearing the Navy uniform and, when advanced to chief, I tried to buy a pair of regulation brown shoes to go with my new uniform.

I discovered there is no such thing. A small point perhaps, but a uniform means "uniform."

Among the top three enlisted grades and in the officer ranks, it seems that no two people wear the same style or color of brown shoes.

At quarters this morning, the five chiefs in my division wore shoes in shades of brown, oxblood, cordovan and tan.

Brown shoes are still listed as part of the minimum sea bag. *Navy Uniform Regs* says that chief petty officers and commissioned officers must have two pairs. Yet they were dropped from the Navy supply system in May 1965. Why?

I believe this could be straightened out in short order.

Guy A. Marshall, PHC
USS *Constellation* (CVA 64)

Instructor Duty

When a chief or first class reaches 20 years of service, he is skilled in his profession and in many cases would like to continue to serve in the Navy. However, although he may be skilled, he is also considerably older and shipboard life is no longer for him. That's one of the considerations which lead him to request retirement.

If we had a program to keep this



Chief of Naval Operations ADM David L. McDonald arrives at Saigon to visit Navy units in the Western Pacific.

man,—with his skill, experience and efficiency—still connected with the Navy after he reaches retirement status, everyone would benefit.

A man who likes to teach and who is truly dedicated to this type of work is difficult to replace. When this man is ready to retire, why not offer him a contract for three to four, or five to 10 years to stay on and continue to teach the younger men in, perhaps, a quasi-military capacity?

I'd jump at the chance, and so would others.

Richard L. Bronson, ATC, USN
San Diego, Calif.

Enlisted Pilots

I would like to make a suggestion concerning what I believe to be an injustice to enlisted aviation pilots. They are doing an officer's work on an enlisted man's pay.

As everyone knows, there is no rate for an AP as such; it is a specialty rating tacked on to a conventional rating such as AD, AM, AT, or the like. At the moment, I believe, there are 37 enlisted pilots and of these, 24 are E-7s.

Ask any one of them why he has never made E-8 or E-9 and you'll be told that he has never had the opportunity to attend "B" school (what good would it do him in flying?), does not work in his conventional rating and, because of the amount of study and training required to keep him abreast of modern day flying conditions, he is unable to pass the exam for his rating in the higher brackets.

If I were CNO for an hour, I would take steps to recognize the real talents of our enlisted aviation pilots and have them appointed permanent E-9.

This would enhance the position of these truly dedicated men.

J. Harry Skinner, PHCM

Square Away the Filing System

I'm sure every yeoman, like myself, is familiar with the Navy-Marine Corps Standard Subject Classification System. However, how many are using it correctly?

My problem is this: My ship, like every other ship in the Fleet, receives a never-ending flow of correspondence. Much of this even-



tually requires filing. I have noticed on several occasions that two pieces of correspondence which are identical in subject will have two different classification numbers. What shakes me is that both numbers apply, one as well as the other.

It is quite evident that something could be filed under one of the num-

bers in the system and be lost forever.

My suggestion is to revise (and cut down) the system so it will leave no doubt as to subject, and thus prevent duplication. This will not reduce the amount of filing, but it will eliminate some of the folders that are now required, and make correspondence easier to find.

I fully realize that this would be a drastic change to the administrative system of the Navy, but it would help those who try to find a specific piece of correspondence which could be under any one of several subjects.

P. I. C. YN3

Driver Education Program

As CNO, I'd start an accredited Driver Education Program—on a Navy-wide basis at all shore installations. It would be available to all naval personnel and compulsory before advancement to PO. It would reduce accidents involving Navy people and would lower the cost of insurance for service personnel. I

An Invitation from Topside

Do you have a pet project you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

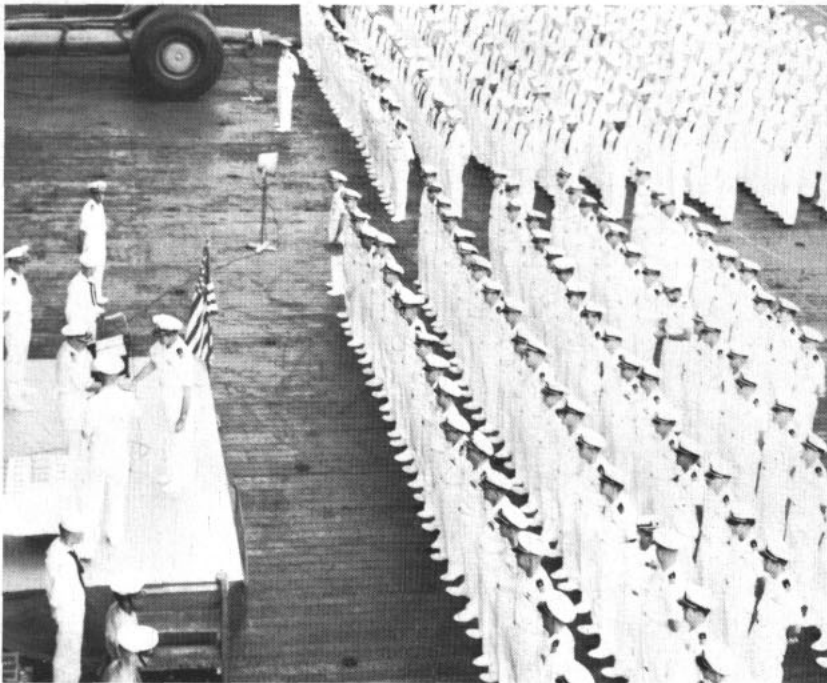
With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy and the national defense effort.

Here is another installment. Keep your ideas and suggestions coming.



know that this is done at many activities, but the program is not uniformly available.

Statistics to support such a program are available.

Warner D. Young, QMC(SS)
Newport, R. I.

Ribbons for Vietnam

I feel that men who served in the Vietnam theater before and after June 1965 should receive certain recognition, that is, they should be entitled to wear both the Armed Forces Expeditionary Ribbon (Medal) and the Vietnam Service Ribbon (Medal). Some servicemen who have served in different theaters—and in many cases seen less action—are eligible to wear both. Why not the Vietnam veterans?

Although no monetary benefit is derived from the ribbons themselves, it would help give the man who wears them a greater sense of pride in himself and our Navy.

I am a career man myself, but I know how men will feel when they get back home to a shore station and wear their uniforms on liberty or at personnel inspection. These ribbons or medals worn on the chest, especially in the case of a man who hasn't been in long enough to earn a Good Conduct Medal, would serve

to show that he has taken an active part in the purpose of the Navy.

The men who have served in Vietnam deserve any honor we can bestow on them.

F. E. Smith, LT, MSC, USN
USS Bon Homme Richard (CVA 31)

Career Counselor Rate

I would like to see the Navy create a career counseling rate and assign these men to ships, stations and squadrons. The career counselor could be prorated out with one man for every so many men in a unit, and his only job, outside of military duties, would be in the career counseling field.

The Navy has the means available, if used properly, to retain many of its people, both enlisted and officer, who are returning to civilian life when their enlistment or obligated service has been completed.

The Navy has some very good career appraisal schools which put out excellent information. However, after a man graduates from one of these schools he is rarely used to pass on this information to those who need it.

Many men may want to stay in the service but their wives don't want them to stay in. Frequently, this is because the wives simply don't know of the many benefits and programs

available to those in the service.

A schedule should be set up so every man would periodically receive a career counseling presentation, and each man nearing completion of his enlistment should be interviewed personally by a member of the career counseling team.

The team should be available for wives' clubs and luncheons, and it should encourage special sessions with both husband and wife present.

Sometimes a husband needs a few facts and figures to reinforce his dedication to the service.

L. W. Clark, CWO3, USN
NAAS Meridian, Miss.

Technician Class

I suggest the introduction of a new class, or category, of serviceman—the technician. This category already exists, if not in name.

In practice, the Navy has already recognized this class by the introduction of pro-pay, by making reenlistment bonuses variable, and by making six-year service obligatory for certain schools. But it hasn't recognized this fact administratively.

The proposed technician category should be technician from the ground up, and distinction should be made between men in this category and those in line rates.

At present, the actual technicians are, as a rule, receiving pro-pay but this can be lost at almost any moment because of a change in pro-pay regulations, or by receipt of orders to a billet which does not carry the proper job code, or by a change of occupation at a man's present duty station.

The pay scale for the proposed technician rate should be roughly equivalent to the present enlisted pay, plus pro-pay and VRB. This would give the technician a basic pay near his present pay, and would insure that his retirement would be based on his active service worth. (After establishment of this new category and pay scale, the variable reenlistment bonuses and pro-pay would be abolished.)

The input to the technical classification might be set up, in the beginning, through change of rate from job codes eligible for pro-pay and, later, from the lower enlisted pay grades (E-2 through E-4) of certain

selected rates of a technical nature.

In respect to duties, the technician should know as much of military matters as his line rate counterpart, and should have similar military duties. However, his specialty knowledge should be of much greater depth, and he should be given greater authority and responsibility in the operation and maintenance of his equipment.

I can't help but feel that it is to the Navy's best interest to enhance opportunities in the Navy for those who plan to make a career of naval service, instead of reserving its benefits primarily for the newly enlisted high school graduate. Career opportunities should be earned; they should not be granted indiscriminately.

Howard E. Terrebbonne,
EM1, (SS) USN
Idaho Falls, Idaho.

"Acting" Advancement

As CNO for an hour, I would provide for acting promotion of men who have been quotaed for advancement in rating, but who are serving in ships below allowance in their rate and rating.

One of the many genuine annoyances to a man is to be filling a PO2 allowance billet as a PO3, to pass the advancement in rating exam, and then be quotaed because there are too many PO2s of his rating in the Navy, although not enough on his ship.

The proposed step would be a definite incentive to the closed rates and should reduce the number of requests for transfer from men serving in billets requiring more responsibility than they are being paid for.

The appointments could be made by the commanding officer at his discretion, and reported in the personnel diary without previous reference to higher authority.

A. B. Cheatham, LCDR, USN
USNA, Annapolis, Md.

Overseas Tour as a Unit

If I were CNO for 60 minutes, I would tackle the field of personnel effectiveness.

Many ships leave the States for WestPac with a number of men who are either in receipt of orders, or are

anticipating discharge or retirement. This situation is not peculiar to enlisted men; it also applies to officers in all ranks.

On one such cruise we transferred more than 40 people at our first stop, Pearl Harbor, to be returned to the States. In the middle of the cruise, some high-ranking officers were relieved to return to CONUS. Throughout the cruise, men were being transferred at almost every port for return to the States. All this involves certain financial expense not only for the individual, but primarily for the Navy. It also has an effect on the efficiency of the command.

Before departure, I would review the records of men of each ship leaving for WestPac (or any other area) deployment and, as much as possible, eliminate the short-timers. The balance of the crew could then complete an overseas tour as a unit. This would increase their effectiveness as a team.

V. R. F., RMCS, USN

Combine Education Credits

The present emphasis placed on college level education has caused many Navymen to try to earn a bachelor's or master's degree.

There are often complications created by change of station orders, which may mean transfer to another college. Each transfer usually means that no more than six of the previously earned credits can be used.

I would suggest that BuPers investigate the possibility of establish-

ing a program in which all credits earned from accredited institutions be granted for purposes of earning a degree through the Naval Academy or the Postgraduate School. To earn this degree, a student would be required to complete successfully all the necessary subjects applicable to the relevant course of study.

W. W. Horngren
Bremerton, Wash.

Sea Duty for Staff Officers

As a USNA graduate who served 20 months aboard *USS Lexington* (CVA 16) before transferring to the Civil Engineers Corps, I most wholeheartedly concur with CDR P. A. Phelps in a recent FOUR-STAR FORUM.

I wouldn't trade those 20 months of line experience for any CEC duty to which I could have been assigned upon graduation. That tour has given me an understanding and appreciation of the problems of the seagoing Navy which many CEC officers do not experience. I believe that all officers who have transferred from line to staff share the same opinion of line experience.

As for the argument that poor eyesight may disqualify some officers from line duty, wearing glasses did not prevent me from becoming qualified as an underway OOD for CVA type vessels, right along with those with 20/20 vision.

D. E. Jones, LCDR, CEC, USN
Barstow, Calif.

Available Billets

Would it be feasible to furnish a man, say 60 to 90 days before his enlistment expired, with a list of available billets (or geographical areas) for which to apply? What about six months or a year prior to expiration of enlistment?

If such a procedure were possible, a man could select the one he preferred, notify the Bureau, the Bureau could issue orders for this billet, and he could make an earlier reenlistment.

It would be much better for morale than waiting around a receiving station, wondering where you were going next. A person could make more definite plans.

B. L. Maxham, SK1, USN
USS Proteus (AS 19)



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



FIRST CLASS SPEAKER—E. A. Bonheur, HM1, who represented whitehats, was featured speaker at opening of new barracks and mess hall at Long Beach.

Klondike Is Good Neighbor

During the course of her deployment with the Seventh Fleet, USS *Klondike* (AR 22) has managed to find enough time and energy to satisfy the Fleet's repair needs and—in addition—to spread some old-fashioned American goodwill. Wherever *Klondike* has been sent to carry out her mission as a repair ship, she has worked to make herself welcome in the host country.

The crew of *Klondike*, through the people-to-people program, have played a part in passing on to others a better understanding of the American way of life. At the same time they have generated within themselves a better understanding of the way of life of the peoples with whom they've come into contact.

Although informal, day-to-day contacts with foreign nationals comprise the major goodwill effort, *Klondike* has taken on an active role. For example, in Yokosuka, Japan, college students from St Paul's University in Tokyo visited the ship, were invited to take part in morning worship services, and remained as the luncheon guests of the crew's

mess. In return, about 20 *Klondike* men were invited into Japanese homes as guests for a day.

In Kaohsiung, Taiwan, the ship arranged for the on-board presentation of a program of Chinese folk

SHOOT 'EM DOWN—Cub Scouts visiting USS *Compton* (DD 705) take aim on ship's gun to crush enemy attack.



songs and dances by the men and families of the Chinese Navy.

Busy behind the scenes in both Japan and Taiwan was the *Klondike* band, a rock 'n' roll group composed of three guitars, drums, and a vocalist, which gave performances for foreign groups, servicemen and their dependents, and hospital patients.

In Subic Bay, Republic of the Philippines, the band took the lead in the goodwill effort when they presented a program of rock 'n' roll music to some 900 patients of the Central Luzon Sanitarium.

Klondike's civic action accomplishments also extended into the area of the Operation Handclasp program. In Taiwan, the ship made three major distributions of Handclasp materials. The St Joseph's Hospital in Kaohsiung was presented with a total of 66 cartons of gifts, ranging from soap powder to baby food to vitamins. The Kaohsiung Medical College was given 148 cartons of medical books and journals, a fluoroscope, two cartons of dental supplies, and two encyclopedia sets. The Ping-Tung Children's Polio Hospital was presented with 37 cartons of gifts. In Subic Bay, Philippines, the Columban College and grammar school of Olongapo received packages of toothbrushes and dental supplies.

Incidentally, *Klondike's* motto is "Willing and Able."

Prep for Sealab III

Navy divers have begun preliminary experiments in preparation for this summer's Sealab III. The men are using a water-filled pressure chamber at the Washington Navy Yard in the District of Columbia to simulate deep ocean conditions.

Sealab III is the third of a continuing series of ocean experiments. Its purpose is to develop methods of sending men to live in the ocean for extended periods of time. Success of the Sealab projects will hasten the eventuality of major engineering activities on the continental shelves.

Sealab III aquanauts will spend

nearly nine months of preparatory training before embarking on the venture. Most of the training will consist of preliminary dives and experiments at the pressure chamber facility in Washington.

Two modified pressure chambers will be used. Each consists of a wet diving tank 10 feet high and about nine feet in diameter. The tank is connected to an igloo-shaped structure which is, in turn, connected to a recompression chamber. Pressures equal to those encountered at 1000 feet below the surface can be achieved.

The training will begin with short duration simulated dives to the 450-foot level. Later there will be saturation dives of three to four days in duration.

During the saturation dives the aquanauts will be pressurized in the inner lock to a depth of 450 feet. From there they will make excursion dives to the igloo and wet tank at pressures of 600 feet.

Another Record for McMurdo

The Navy's nuclear power plant at McMurdo Station in the Antarctic has broken the record for the longest continuous run for a military nuclear power plant.

The plant, which is manned by a crew of 24, captured the record by operating nonstop for 3356 hours.

Since its construction in 1962, it has produced more than 24 million kilowatt hours of electricity. The plant also is used to provide steam for the station's nuclear desalinization unit.

Because of the station's inaccessibility, the plant was built to reduce the large amount of fuel oil which would otherwise be required.

The record-breaking power plant's crew consists of Seabees and hospital corpsmen, who serve 13 months at McMurdo, which is shut off from the outside world by the Antarctic winter from March through September.

Big Ben's Ship's Store

Possibly you know how it feels to stand in front of the ship's store counter when you're trying to choose between several items. As the line grows longer you hear the impatient shifting of feet behind you, and various mutterings, and, more often than not, you cut short your deliberation and make a hasty



TRAINING TALK—Midshipmen from U. S. and Spanish Navies discuss phases of training aboard training frigate *Jupiter* during training exchange program.

purchase to maintain peace and tranquillity.

Navymen aboard *uss Bennington* (CVS 20) remember when their shopping was like that. Now, it's different.

The ship's new retail store is the last word in convenience, modernity, and choosability.

Wide, well-lighted aisles; broad, fully stocked and easily accessible shelves; and courteous storekeepers greet *Bennington* sailors when they enter the recently opened walk-in, self-service store.

The new store replaces two ship's stores and makes use of every foot of space.

The store's floor space contains 550 feet of shelves and 224 square feet of display area. This doubles the floor area, and triples the display space previously available in the two smaller, countertype stores replaced by the new installation.

These modifications result in a wider variety of merchandise which is easily accessible. Patrons can view every item before making a purchase.

The easy-to-get-at merchandise has paid off in a 20 per cent increase in the volume of business. During an 18-day period the store did nearly a thousand dollars worth of business a day.

Two men are assigned to the store full-time, one as a cashier and the

other to help stock shelves. On busy days, a third man acts as traffic coordinator.

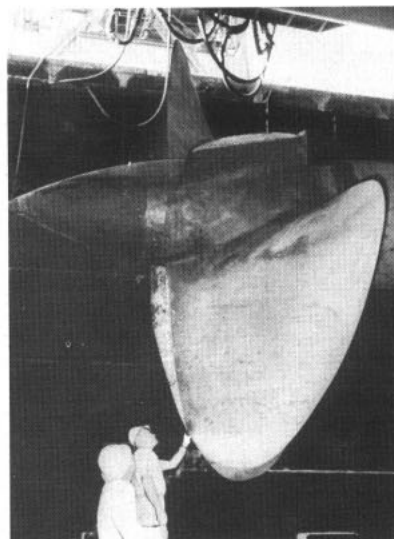
For *Bennington* Navymen, no more hasty selections.

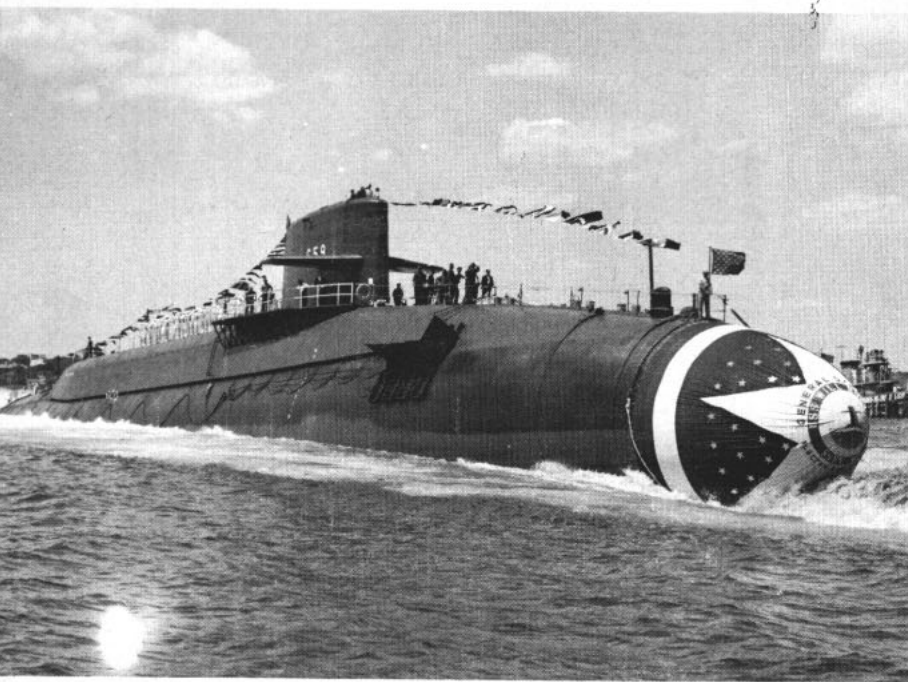
Amphibs Storm Ashore

A Navy and Marine Corps amphibious team really had to be on their toes recently.

When they stormed the shores of Onslow Beach, N. C., there were

SCREW LOOSE—*USS Coral Sea's* CO and Exec survey damage to broken blade on one of ship's propellers.





IN THE DRINK—USS Will Rogers (SSBN 659) slides into water at launching.

observers from five of our nation's top military colleges watching the maneuvers.

The onlookers were students from the Army, Navy, National and Air War Colleges and the Armed Forces Staff College.

The exercise force consisted of five Atlantic Fleet Amphibious Force ships and troops of the Second Marine Division. The ships, which were en route to their home ports from the Caribbean where they had been deployed for three months, are:

- Norfolk-based amphibious assault ship *uss Okinawa* (LPH 3) and attack cargo ship *uss Muliphen* (AKA 61).
- Little Creek-based tank land-

ing ships *uss Lorain County* (LST 1177) and *uss Wahkiakum County* (LST 1162), and the dock landing ship *uss Fort Mandan* (LSD 21).

Before the ships launched their Onslow assault, they offloaded in Morehead City, N. C., the troops and equipment, including a helicopter squadron, which the amphibians carried with them on the tropical tour.

MSTS—Longest Trooplift

The MSTS transports, USNS *General A. M. Patch* (T/AP 122) and USNS *General William O. Darby* (T/AP 127), recently completed a trooplift of 12,358 nautical miles from Boston to Vung Tau, Vietnam.

This is the longest single point-

to-point trooplift by sea in the 17 years of MSTS.

The two ships sailed from Boston with 3124 troops embarked on 15 Jul 1966. They transited the Panama Canal on 20 July and arrived at Long Beach, Calif., to take on fuel on 27 July. The longest nonstop leg of the journey was the 7291-mile trip from Long Beach to Vietnam. The ships arrived in Vietnam on 13 August and disembarked units of the 196th Light Infantry Brigade.

Each of the transports carries a crew of 248 civil service marine personnel. In addition, there is a military department aboard consisting of 27 U. S. Navy officers and men.

PatRon 17 Likes to Fly

An unquenchable thirst for flight is a common characteristic among several varieties of North American birds and some of the North Americans of Patrol Squadron Seventeen.

The squadron flew over 11,000 hours last year, but some crewmembers didn't get enough time in the air. Patron 17's SP-2H *Neptunes* carry 11-man crews and log up to 100 hours a month flying time out of Whidbey Island Naval Air Station. Most of the crewmembers spend enough time in the air to satisfy their urge to fly. But a few seek extra time as boss of their own small plane.

None of these men can afford to buy their own, so most rent their aircraft at nearby flying clubs. Fortunately, military flying clubs are worldwide, so wherever Patron 17's planes touch down, the area is scouted for an aero club.

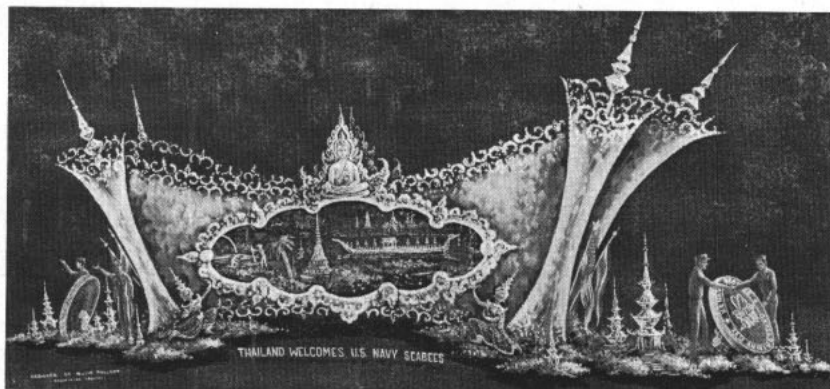
On VP-17's last deployment to WestPac, Clayton L. Schroff, ordnanceman first class, found a flying club at Tainan, Taiwan. After a brief checkout in the club's old PT-17 *Stearman*, Schroff soloed for nine hours.

He is currently trying for his sea-plane license and commercial ticket. He has over 6000 hours in military planes, and over 120 hours in small aircraft.

Patron 17's leading chief, Robert E. Huff, has over 1800 hours in private aircraft. The chief has his single- and multi-engine license, commercial, flight instructor, and airplane power plants license. He has soloed over 50 students as an instructor.

Richard L. Hartpence, aviation

FLOAT ENTERED in Rose Bowl Parade by Thailand honors U. S. Navy Seabees and Civil Engineer Corps in celebration of their dual anniversary in March.



machinist's mate first class, has flown small planes for 10 years. He is a check pilot in the T-34 trainer, and needs only his check flight for a commercial license.

More and more men from Patron 17 are taking to the air in their spare time. Some attend night school for their private license, and lack only the flight time. The squadron now has over 50 people satisfying their aeronautical impulse, sometimes as aircrewmembers, other times as pilots.

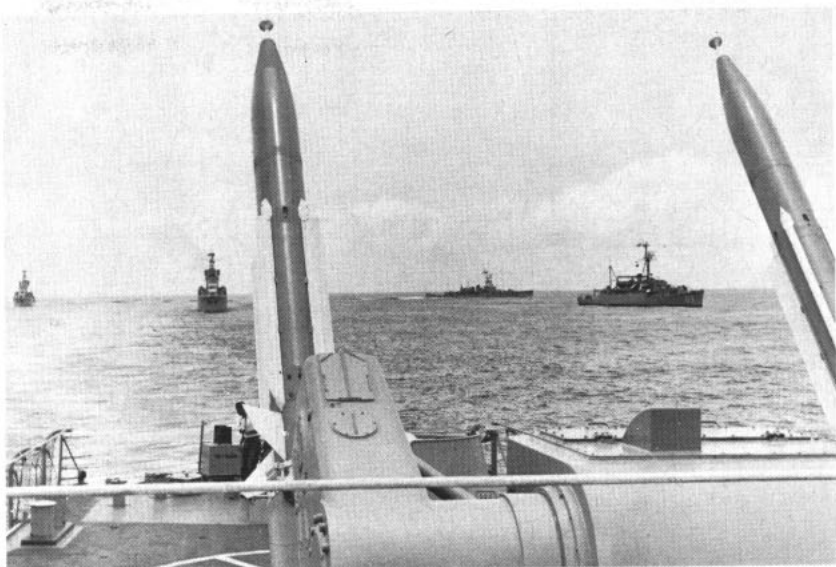
Hasta la Vista, Amigos

UNITAS VII came to a close in December. As in past years, it has been both an exercise in naval tactics and antisubmarine maneuvers as well as a demonstration of goodwill and friendship among nations of the western hemisphere.

This year's operation involved over 55 ships, 14 aircraft units and 15,000 men. As the U. S. task force circumnavigated South America, it was joined by the naval and air forces of Colombia, Ecuador, Peru, Chile, Uruguay, Brazil and Venezuela.

The exercises were divided into Caribbean, Pacific and Atlantic phases. Tactical command of the combined task forces was shared equally among participating national commanders during each phase of the operations.

The exercise began 1 September when United States forces joined



GUIDED MISSILES on fantail of USS Leahy (DLG 16) stand guard over Unitas VII units during recent joint-nation exercise in Caribbean. Ships in background, from U. S. and Colombia, are: ARC 7 de Agosto (DD 06); ARC 20 de Julio (DD 05); USS Hammerberg (DE 1015); and ARC Almirante Padilla (DT 03).

units of the Colombian Navy and Air Force. The United States task force was composed of USS Leahy (DLG 16), USS Hammerberg (DE 1015), USS Van Voorhis (DE 1028), USS Chopper (SS 342), USS Requin (SS 481) a C-131, and an air ASW unit consisting of two P-2Vs.

The Caribbean phase of Unitas VII included a visit to Cartagena, Colombia, after which Colombian forces passed through the Panama

Canal with the U. S. ships to join Ecuadorian units at Rodman Naval Station in the Canal Zone.

The United States and Colombian ships then spent three days in the Pacific in exercises with the Ecuadorian Navy units. The Colombian forces then detached themselves leaving the United States and Ecuadorian ships steaming toward Salinas, Ecuador. After several exercises in the Salinas area, the task

South American Navies Train with U.S. Task Force in Unitas VII

Here is a list of ships and aircraft taking part in Unitas VII and the commanding officer of each country's forces:

United States—Rear Admiral C. J. VanArsdall, Jr.: USS Leahy (DLG 16), USS Hammerberg (DE 1015), USS Van Voorhis (DE 1028), USS Chopper (SS 342), USS Requin (SS 481); air ASW unit—two P-2Vs and one C-131.

Colombia—Captain E. Wills O.: ARC 20 de Julio (DD 05), 7 de Agosto (DD 06), Antioquia (DD 01), Almirante Padilla (FG 11), Pedro de Heredia (RM 72); air ASW unit—three B-26s and one C-47.

Ecuador—Captain F. Espinoza: BAE Guayas (E21), Velasco (D 12), Manabi (E 23), Cayambe R 51); air ASW unit—two C-47s.

Peru—Captain J. Bonuccelli B.:

BAP Villar (DD 71), Rodriguez (DE 63), Castilla (DE 61), Aguirre (DE 62), PTs 21 through 26, 2 de Mayo (SS 41), Angamos (SS 43), Abtao (SS42), Independencia (AKA 21), Sechura (AO 154), Guardian Rios (ATA 123); air ASW unit—two HU-16Bs; air rescue unit—two helos; air support unit—one B-24.

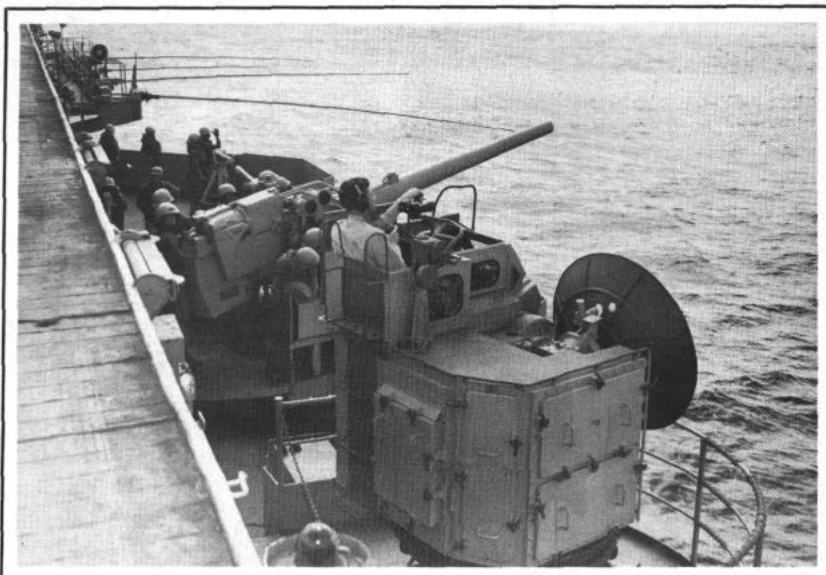
Chile—Captain O. Buxeta and Rear Admiral R. Del Solar: Pratt (CL 03), O'Higgins (CL 02), Williams (DD 19), Blanco (DD 14), Riveros (DD 18), Cochrane (DD 15), Simpson (SS 21), Montt (AO 52); air ASW unit—two SH 34s, two TC 45s, two HU-16s; air attack unit—four T-34s; air rescue unit—one UH-13.

Uruguay—Captain H. Murdoch: ROU Uruguay (DE 1), Artigas (DE 2); an air unit—two S-2As for

Antisubmarine Warfare.

Brazil—Rear Admiral L. G. Doring: NAel Minas Gerais (A 11), CT Para (D 27), CT Paraiba (D 28), CT Parana (D 29), CT Pernambuco (D 30), S Rio Grande do sul (S 11), NTr Soares Dutra (C 22), Belmonte (C 24), CV Imperial Marinho (V 15); carrier air ASW unit—two S-55s, shore-based air unit—four SP-2s; air attack element—four T-28s; air support element—one C-47, one C-41, one B-25, one RB-25, one SA-16 and one C-130 or two C-82s or two C-119s.

Venezuela—Rear Admiral P. Cohen: ARV Austria (D 32), Zulia (D 21), Garcia (D 33), Brion (DD 23), Nueva Esparta (D 11), Carite (S 11), F. Larrazabal (R 11); air ASW unit—B-25 Squadron, air support unit—C-47s.



PRACTICE—Gun crew aboard USS *Randolph* (CVS 15) tracks target in exercise.

force visited Guayaquil where a critique and pre-sail conference was held.

During the latter part of September, the United States task force rendezvoused with Peru's antisubmarine contingent and sailed southward. A visit to Callao, Peru, was made during the last two days of operations.

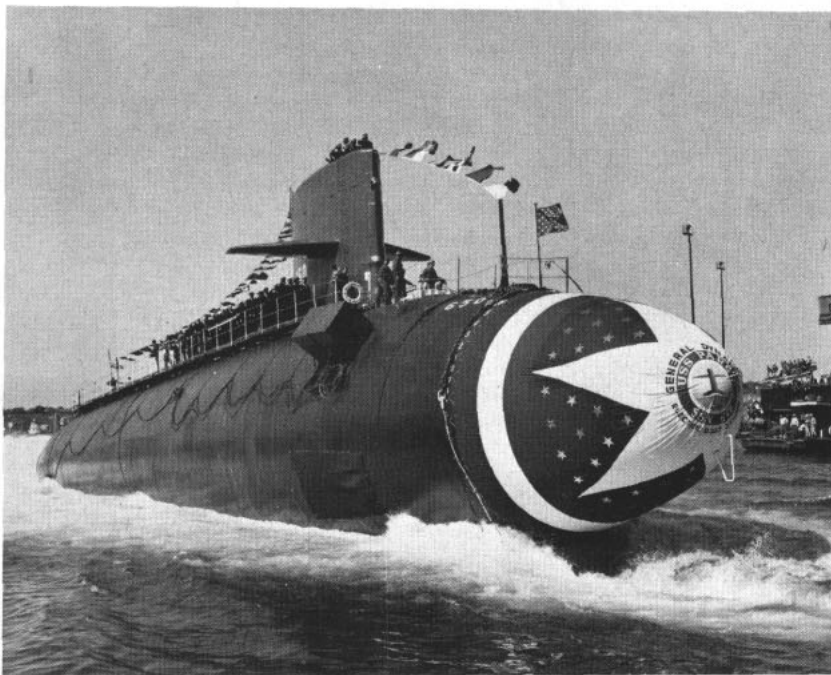
Chilean forces joined the U. S. ships near Mejillones, Chile. The exercise recessed several days for a visit to Valparaiso, after which the two-nation force worked southward

visiting Talcahuano and Punta Arenas. The United States ships then rounded the Horn to begin the Atlantic phase.

Early in November, Uruguayan forces met the U. S. task force south of Montevideo and spent several days in exercises before they joined Brazilian forces and continued the exercise off the coasts of both Uruguay and Brazil.

After a five-day port call at Rio de Janeiro, the Uruguayan ships detached themselves and U. S. and Brazilian ASW operations were be-

A-WAYS WE GO—Nuclear attack submarine *Pargo* takes initial plunge.



gun en route to Recife where the Brazilians left the task force after two days in port.

Venezuelan forces met the United States forces in Belen, Brazil, for four days in the final series of exercises while en route to Trinidad where the exercises officially ended.

In addition to the operational aspects of the cruise, the crews of U. S. ships engaged in goodwill programs in 14 ports during the four-month exercise.

There were 200 concerts by the U. S. Navy/Unitas Show Band from Little Creek, Va., and Operation Handclasp products donated by American manufacturers were distributed along the way. There were also a number of athletic programs.

Trophy for York County

USS *York County* (LST 1175) has been awarded the Admiral Arleigh Burke Trophy for the Atlantic Fleet.

The trophy goes each year to the one ship in the Atlantic and one ship in the Pacific which has shown the most improvement in battle readiness. After last year's battle efficiency contest, *York County* was in eighth place. This year she took top place and won the battle "E."

Straight Laced Good Will

The NATO Striking Fleet exercise called Straight Laced had just been completed. It had involved 31 ships and more than 15,000 men from France, Norway, the Netherlands, the United Kingdom and the United States.

After completing her part in the exercises, USS *Newport News* (CA 148) remained for a while in northern European waters to give the crew some shore liberty and to spread a little Navy goodwill. While visiting Oslo, Norway; Hamburg, Germany; Copenhagen, Denmark; and Portsmouth, England, *Newport News* played host to more than 30,000 people in nine days.

Ashore, the ship's Marine Detachment Drill Team and the Second Fleet Band gave exhibitions and concerts for 75,000 more people at Braunschweig and Helmstedt, Germany and Copenhagen. At Portsmouth, Lord Nelson's flagship HMS *Victory*, was scene of dinner for U. S. naval personnel.

The band concerts and drill team exhibitions drew large audiences in every city visited. The band gave



TURN-OVER TEST—Sailors from U.S. and Philippine navies check Swift Boat machine gun. **Right:** New crew of Swift Boat stands in dress uniform during turn-over ceremonies. U. S. gave six craft to Philippine antismuggling force.

one private concert for a small audience, however. It was for about 175 senior citizens at Copenhagen's Old People's Town. The oldsters thought it was great.

The visits provided plenty of opportunity for sightseeing, too. While their ship was in Portsmouth, *Newport News* Navy men also had a chance to visit the Isle of Wight and London.

U. S. Navy men made friends with the small fry wherever they stopped by passing out hats, balloons and toy airplanes—much to the delight of the kids.

Swifts to Philippine Navy

The U. S. has helped to bolster the Philippine Navy's antismuggling force by giving that island republic six *Swift* patrol boats.

These high-speed craft, which register top speeds in excess of 30 miles per hour, are of the same type presently being used to halt Viet Cong contraband movements.

Swifts are equipped with radar and two-way radio and are armed with twin 50-caliber machine guns.

With these characteristics, the boats should prove effective against smugglers attempting to land material in the Philippines by small craft.

Filipino crews for the *Swift* boats are being trained by a special five-man U. S. team from the amphibious base at Coronado, Calif. Upon completion of this training, some of these instructors were scheduled to go on to Vietnam *Swift* duty.

Coral Sea Repairs

When *uss Coral Sea* (CVA 43) arrived at Yokosuka's Ship Repair

Facility, everyone there knew they had a big job to do, but possibly not even Yokosuka's planners knew how

An Island Is Born

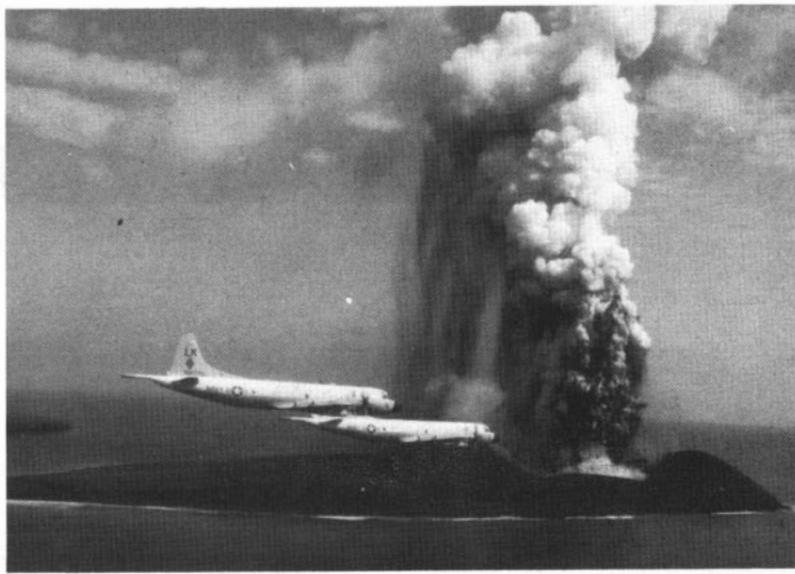
A funny thing happened to Patrol Squadron 26 on its way to Keflavik, Iceland, one day. Its pilots looked down and there was a new island.

The island, which is called Syrtlandur, made its fiery entrance into the world last July and has since been growing under the watchful eye of PatRon 26.

Syrtlandur is located 60 miles southeast of Keflavik and less than

a mile from the volcano Surtsey which rumbled into activity in November 1963 and continued erupting for almost two years.

If Syrtlandur follows the example of its first cousin, Surtsey, there is no way of foretelling how much new real estate will be provided for the world. Tons of molten rock, with promise of more to come, have poured from the earth's core since the island's recent birth.





PICKUPS: Helicopter is lowered to USS *Iwo Jima* deck for repairs. Right: Jet trainer was carried from Meridian, Miss., to NAS Pensacola for an overhaul.

quickly it would be done.

The Facility had been informed that a blade from *Coral Sea's* number four propeller had broken loose and struck the number three propeller, breaking the tip off one of its blades.

The vibration set up by the peripatetic blades had done minor damage to the supporting struts and associated structures of both props.

Coral Sea had been traveling close to full speed when the accident occurred. Quick thinking and fast action by the engineering duty officer and the engineering and damage control watches made it possible to secure the affected machinery and prevent further damage.

The carrier traveled at reduced speed to the nearest port where a diver inspected the damage and the decision was made to head for Yokosuka's drydock.

Parts for the repair job were ordered by Yokosuka planners when they learned of the magnitude of the job. MAC cargo planes from the States airlifted one 18-foot propeller, weighing 42,000 pounds, as well as a 37-ton tail shaft 63 feet long and more than two feet in diameter. Despite the size and weight of their cargo, MAC considered the delivery routine.

While the ship was in drydock, small surface cracks were discovered in the two propellers undamaged by the accident. As a consequence, their replacement was added to the list of already anticipated repairs.

Ordinarily the job would have taken around three weeks. Because

of good planning and the cooperation of everyone concerned, however, the work was completed in a matter of eight days.

Newport's Most Exclusive Shop

Newport, R. I., long noted as a home of destroyers and of the Officer Candidate School, is now also the home of the first Navy uniform shop just for women.

The exclusive shop was opened recently in ceremonies during which the commanders of the Newport Naval Base and Naval Station officiated, along with Captain Rita Lenihan, Director of the Waves.

The shop is painted in pastel

shades with easy access to uniform racks and accessories shelves and uses residential-style lighting and wall fixture lamps.

Some 2000 women a year are expected to patronize the new shop, while being processed through OCS. Other servicewomen for whom the shop is available are chief petty officers, Navy nurses, Public Health Service nurses, and women of the Coast Guard.

During the ceremony, the interior and decor of the new shop were described as "...on a par with any boutique located in the fashion centers of the world...both attractive and utilitarian, functional and esthetic..."

The speaker wore dark blue, trimmed with gold.

Smuggler's Nemesis

A new electronic device, for use in detecting contraband hidden aboard the junk fleet off the coast of Vietnam, has been developed by the Naval Ordnance Laboratory, White Oak, Md. Known as Ordnance Locator Mark -15, the cylindrical device is about the size of a broomstick. It contains two magnetometer units, an audio-readout circuit and batteries. The compact wand is waterproof, weighs about three and one-half pounds, and the cost is a fraction of that of previous devices.

NOL conceived the device late in 1965 after sending engineers to Vietnam to study a request from United States forces for a hand-held aid to the on-board search of junks. After

NEW FRIENDS—Chaplain distributes goodies to needy Vietnamese children.



creating a limited quantity of locators, the concept won the approval of the Navy's test and evaluation unit in Vietnam.

Before the device was sent to Vietnam visual searches involved probing into cargoes such as boxes, baskets, fish, rice, sand and cabbages. In the intense heat and humidity of the Far East these inspections were uncomfortably slow for both the Vietnamese fishermen and the searchers. Now rapid probes with the Mark 15 detect rifles, automatic weapons, grenades and munitions in the varied cargoes without antagonizing innocent Vietnamese.

New Construction

Both east and west coast shipyard facilities have been busily preparing newcomers for their introduction to the Fleet.

In Quincy, Mass., the nuclear powered attack submarines *Whale* (SSN 638) and *Sunfish* (SSN 649) were launched while another sub, *Pargo* (SSN 650), slid down the ways at Groton, Conn.

Another launching took place at Bremerton, Wash., where the destroyer tender *Puget Sound* (AD 38) was christened.

Meanwhile, five Reserve Fleet ships have been recommissioned, joining the Fleet in preparation for deployment. They are the tank landing ships *uss Jennings County* (LST 846), *Harnett County* (LST 821), *Hunterdon County* (LST 838) and *Garrett County* (LST 786), together with the landing craft repair ship *Askari* (ARL 30).

All three of the nuclear submarines are named after World War II predecessors. *Sunfish* and *Pargo* were stricken from the Navy Register in 1960. *Whale* was sold for scrap in the same year.

Pargo is scheduled to be commissioned in July. *Whale's* commissioning has been slated for August while *Sunfish* expects to join the commissioned ranks three months later.

Commissioning of *Puget Sound* is scheduled for early 1968. This latest of destroyer tenders measures 644 feet long and has a full-load displacement of 20,500 tons. She will carry an 1800-man crew.

Naval Reservists Win Trophy

A six-man Naval Reserve team scored a total of 1126 points to win the U.S. Coast Guard Trophy for the

second straight year at the National Pistol Matches at Camp Perry, Ohio.

The trophy is awarded annually to the high Reserve team of all services in the National Pistol Trophy Team match.

Each man will receive a gold medal and an engraved plaque.

Conyngham in Spain

It was an unusual occasion both for *uss Conyngham* (DDG 17) and the Spanish city of Marin. *Conyngham* was visiting Marin at the invitation of the Commandant of Spain's Naval Academy. It may have been the first time a United States warship had ever entered that harbor.

The purpose of the visit was to familiarize Spanish midshipmen and the academy's faculty with the modern missile systems they would soon see in their own ships.

During four days of *Conyngham's* visit, 500 students not only had an opportunity to see the ship but also to observe it in operation. The tour began with a general presentation of the mission and capabilities of a guided missile destroyer. The Spanish students were then led through special phases of indoctrination on the weapons systems, engineering, supply and general operations.

While the future Spanish naval officers were touring the ship, the COMCRUDESFLT Eight band was



MOVING OUT—USS E. A. Greene (DD 711) steams in Tonkin Gulf.

making points with the man in the street in both Marin and Pontevedra.

The visiting Spanish midshipmen were impressed with *Conyngham*, and her commissary department came in for a special word of praise.

Conyngham served refreshments to each group of visiting students and gave two full-course dinners to two separate groups plus a formal dinner for local VIPs in the wardroom. The Spanish consensus: *Conyngham* is a good feeder, as well as a first-class fighting ship.

LTJG Black Has a Family Interest in His Ship

Go aboard almost any Navy ship today and you'll see brothers serving with brothers and, occasionally, fathers serving with sons. But rarely will you find a son assigned to a ship named for his father.

Just such an instance does exist, however, in the case of Lieutenant (jg) J. Dennis Black of Poulsbo, Wash.

He is serving on board *uss Black* (DD 666), a destroyer named for his late father Lieutenant Commander Hugh D. Black, USN.

The senior Black was lost at sea in February 1942 when the destroyer he was commanding, *uss Jacob Jones* (DD 130), was torpedoed and sunk by an enemy submarine in the North Atlantic.

A little more than a year later, when J. Dennis Black was four years old, his mother christened a new 2000-ton destroyer named in honor of her husband.

"When I was a small boy," LTJG Black recalls, "friends of my father came to visit my mother and me, and they would often take me aboard their ships. I knew that one day I would put on a naval uniform."

In 1964, after graduating from the University of Wisconsin, J. Dennis Black donned the Navy uniform. That decision ultimately resulted in assignment to his father's namesake as ASWO.

In this capacity he oversees the maintenance and operation of torpedoes, hedgehogs and other anti-submarine warfare weapons. Upkeep of the ship's guns and fire control equipment is another of his responsibilities.

Black recently returned from the Vietnam area where she supported U. S. and allied troops ashore with naval gunfire, and performed plane guard duty.

Brief news items about other branches of the armed services.



MOBILE switchboard is used by Army during operations.

USING TWO ORBITING 9-inch octahedral satellites, the Air Force is investigating the phenomenon of cold welding in space.

Cold welding is the phenomenon of surface adhesion, or welding, of two materials brought into contact under high vacuum conditions. The Air Force is interested in determining what effect cold welding will have on switches and other devices employing frequent metal-to-metal surface contacts during space operations.

Each satellite carries four solenoid valves and a solenoid actuator, powered by batteries and solar cells. The valves and actuator have metal-to-metal mating surfaces that will be brought together thousands of times while the vehicles are in orbit. The mating surfaces, constructed of different combinations of materials, are constantly exposed to the space environment.

Data collected will be used to assess the probability of cold welding occurring between typical space propulsion system materials, and to furnish a correlation between ground testing in a simulated environment and extended operation in space.

★ ★ ★

SIX FEDERAL AGENCIES, led by the U. S. Coast Guard, have begun an intensive study of ocean buoys, in order to determine national needs for oceanographic and marine weather information which can best be acquired by buoys systems, and to formulate plans for meeting these needs.

Collection of ocean and meteorological data through the use of buoys has been of great interest to scientists in recent years. Buoys have been developed and tested on a limited scale for such purposes as:

- Automatic marine weather stations both to improve the quality and quantity of data available for local weather forecasting in coastal areas and at sea;

and as a means of obtaining weather data from otherwise inaccessible, remote ocean areas for analysis of weather on a global scale.

- Detecting the locations of oceanographic conditions which are known to be conducive to the schooling of fish.

- Forecasting conditions of underseas sound propagation for antisubmarine warfare.

- Monitoring coastal waters for the presence of chemical, radioactive, or biological pollutants.

- Recording changes in the earth's magnetic and gravity fields and detecting potentially destructive tsunamis (freak waves) before they reach populated coastal areas.

- Improving the general understanding of the marine environment and increasing our knowledge of air-sea interaction.

★ ★ ★

A MACHINE that theoretically could store a feature length movie on a crystal the size of a sugar cube has been developed by Air Force Systems Command bionics scientists.

The device uses a helium neon laser to bleach a photographic slide onto a potassium bromide crystal. By turning the crystal slightly, another image can be recorded. The crystal keeps turning until several hundred thousand items have been stored on its many faces.

At present, 35-millimeter slides stored in the crystal can be displayed rather crudely on a projection screen by removing the eyepiece from a microscope focused on the crystal. To simulate a movie, the slides are retrieved in sequence by rotating the crystal.

The machine is basically one of several bionics-type attempts to duplicate the high-density packaging of nature. A good example is the human brain, which has about ten billion neurons, or nerve cells.

Thus far, only two-dimensional slides of writing or

COAST GUARD SEARCH—Cutter *Point Comfort* inspects Vietnamese junk for hidden contraband slated for VC.





GETTING READY—Air Force pilots make final adjustments on Bird Dog spotter plane's machine gun before flight.

objects have been bleached onto the crystal. Further experimentation will concentrate on storing three-dimensional, or hologram-type slides and improving the method of removing incorrect slides.

Currently, the entire crystal must be erased with ultraviolet light. Laboratory scientists hope to find a technique whereby any one or several of the many thousands of stored pictures can be taken off and replaced with new information.

★ ★ ★

Two 500-foot aircraft landing strips built recently by the Navy are about as smooth as the Sawtooth Range of the Rocky Mountains.

They were so constructed to simulate unprepared fields for testing the endurance of the new OV-10A light armed reconnaissance aircraft.

The OV-10A, to be used by the U. S. Marine Corps for close air support, and for the Forward Air Control mission by the U. S. Air Force, is designed to operate with troops under rugged conditions in forward areas.

Scene of the torture testing is the Naval Air Test Center, Patuxent River, Md.

The grueling courses have continuing undulations (wave-like ridges) 200 and 600 inches long with six- and 12-inch peaks on both strips.

They were designed to critical wave lengths to demonstrate the durability of the airframe and rugged landing gear design of the OV-10A.

These conditions are considered by Navy engineers to be far more extreme than any the aircraft will experience in actual operation.

Specifications require the aircraft to take off and land within 800-foot strips and then to pass over a 50-foot obstacle while in flight. It must also withstand the impact of four-inch obstacles.

Testing began when pilots taxied the aircraft across the special strips, gradually increasing speeds until takeoff. This was often done at speeds greater than 100 miles per hour.

Early testing dramatically demonstrated the apparent efficiency of the plane's landing gear.

As the aircraft entered the first undulation, the nose

dipped, then recovered, and by the third undulation, the fuselage steadied and the gear absorbed most of the impact. After that, the OV-10A took the rugged strip in stride, bouncing and skipping across the bumpy surface with ease.

Subsequent taxi tests and takeoffs have demonstrated, according to the plane's designers, that the pilot reaches the limit of his endurance before the aircraft approaches its design limitations.

As the tests continue, concrete inserts are being imbedded in the runways to simulate rocks, holes, mounds of earth and other obstacles that might affect a landing in primitive areas. These tests also check the landing gear shock struts and the low-pressure tires designed especially for the OV-10A.

★ ★ ★

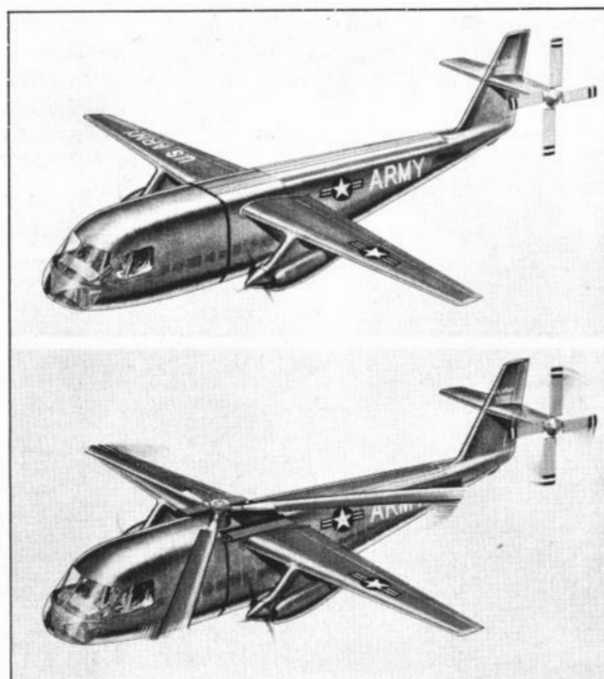
A NEW NIGHT lighting system that could make all of lower Manhattan, or a two-mile square area, 50 times brighter than full moonlight is being developed for the Air Force.

Called the LUME (Light Utilization, More Efficient), the preliminary model is a lightweight, compact, self-contained unit which can be installed in aircraft for nighttime battlefield illumination.

The Air Force refers to the system as the Advanced Illumination Source and will further test its usefulness at the Eglin Air Force Base in Florida.

The system also has a potential civilian use as well as military. It could help in searches for lost persons, or aid law enforcement agencies in area searches at night.

HIGH SPEED COMPOSITE—Fixed-wing aircraft being tested by Army can take off and hover like copter, then do a quick change by folding rotor away in fuselage for speeds up to 450 mph, change back for vertical landing.



THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• SHIP AIR-CONDITIONING—

The Navy is speeding the shipment of thousands of air-conditioning sets to ships in Vietnam waters. The intense heat and humidity in the region have affected performance of both shipboard equipment and personnel.

To relieve these conditions, the Naval Ship Systems Command is attempting to provide on an emergency basis maximum cooling capacity for these ships in the shortest possible time. Over 5300 self-contained air-conditioning units are being sent to the Forces Afloat for installation as rapidly as possible. Sixteen hundred units have already been delivered. Another 2600 units were scheduled to be sent to ships in Southeast Asia beginning late in 1966 and thirteen hundred units in early spring 1967.

A sizable number of new Navy ships have central air-conditioning plants. All ships under construction now, as well as those slated for future construction, will be air-conditioned throughout living and working areas.

• **DS AND MA RATINGS**—To relieve a shortage of data systems technicians and machine accountants, the Navy has instituted a program of enlisting petty officers in these ratings by direct procurement. This approach was used successfully to obtain 5000 Seabees since January 1966.

The current program will recruit data systems technicians and ma-

chine accountants from qualified civilian applicants. A quota of 200 MAs in pay grades E-6 and E-7, and 150 DS technicians in pay grade E 6 has been assigned.

A two-, three- or four-year enlistment will be offered to individuals who wish to enlist in the program.

The Navy has now ended the Seabee Direct Petty Officer program. The last 500 Seabees in the group were enlisted by mid-September.

The direct-procurement Seabees attended a four-week indoctrination course at the Naval Construction Battalion Center, Davisville, R. I.

• **CEC PROMOTION**—Because of the growing need for officers in the Civil Engineer Corps, the Navy plans to invoke an emergency section of current law (10 USC, Section 5787) which permits promotion of officers to a higher grade to meet the needs of the service.

The problem of shortages in the ranks of commander and below has been aggravated by the recent buildup in Southeast Asia.

The Civil Engineer Corps is unable to meet the increased demands through normal procurement procedures. Consequently, CEC officers will be considered for temporary promotion approximately one and one-half years early by the regular selection boards in 1967. The temporary promotions will be made by board action in a manner similar to the normal selection process and will not change the permanent or acting

status of the officers so appointed.

It is anticipated that temporary appointments such as these will continue to be made in the years to come, although the number of officers needed will gradually decrease. When the requirements are met, the emergency provisions of the law will be phased out.

• **YN SHORE TOURS**—A six-month increase in the shore tour lengths of yeoman second class through yeoman chief has recently gone into effect. Normal tours ashore have previously been for 42 months. They are now 48.

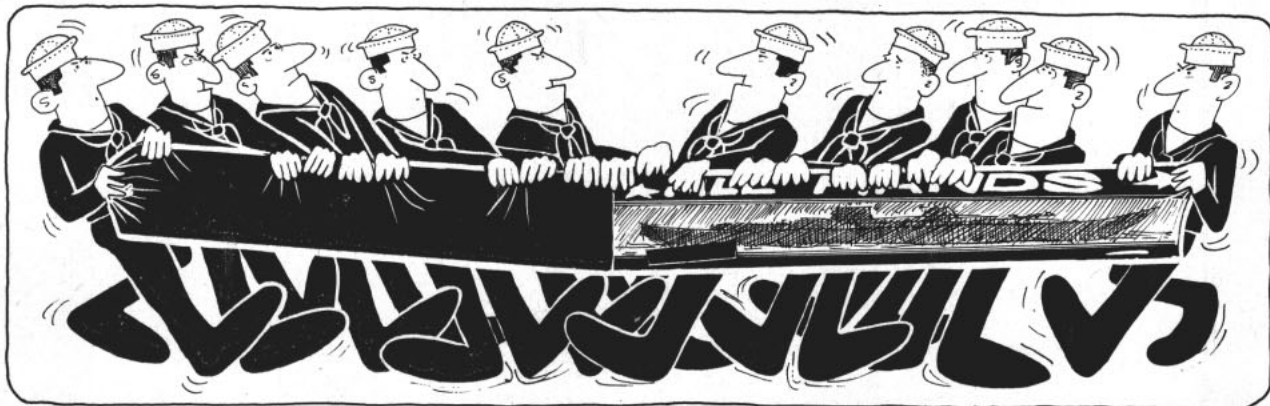
The change resulted from the recent redesignation of certain sea billets as neutral time or shore duty. For purposes of enlisted rotation, such sea billets as those aboard non-deploying tenders are now neutral time and preferred overseas shore billets, once counted as sea duty, have become shore duty.

The consequent improvement in the sea/shore rotation ratio for yeoman second through yeoman chief made it necessary to increase shore tours if sea time was to be held to an average of 30 to 36 months (a length which has been determined necessary to Fleet stability).

Yeomen who reported ashore since 1 Jul 1966 received automatic tour extensions if they had sufficient obligated service. Those who reported earlier but whose tour completion dates were later than 1 Jan 1967 were also eligible.

For additional information concerning the tour extensions, see BuPers Notice 1306 of 12 Oct 1966.

• **FEBRUARY EXAMS**—Details of the upcoming Navy-wide examinations for advancement in rating have been released. The pertinent direc-



DON'T STRETCH a good thing too far. It's much better to pass ALL HANDS Magazine along to nine other shipmates.

tive is BuPers Notice 1418 of 26 Sep 1966.

The schedule is as follows: for advancement to petty officer third class, Tuesday, 7 Feb 1967; to petty officer second class, Thursday, 9 Feb 1967; to petty officer first class, Tuesday, 14 Feb 1967; to chief petty officer, Thursday, 16 Feb 1967.

With this advancement cycle, the new length of service requirement for prospective CPOs will go into effect. First class petty officers must now have a minimum of eight years' service (computed to the date of the first advancement increment following the examination) before being eligible for appointment to CPO.

This February will be the last time that military and leadership items will be included in the Navy-wide examinations for PO3 and PO2. As of next August, advancement candidates for the two pay grades will be required to complete satisfactorily a separate military and leadership quiz before becoming eligible to take the advancement test. The first military and leadership exam is scheduled for January and in the future will be given quarterly.

Examinations for the new aviation support equipment technician (AS) rating will be available for advancement to pay grade E-4 only during the upcoming examination.

Candidates should make certain their exam requests specify which service rating is desired: ASM (mechanical), ASE (electrical) or ASH (hydraulics and structures). Men presently serving in the AS rating in pay grades E-4 through E-6 will be authorized to compete for advancement in their previously held rating, providing they are otherwise eligible for promotion, but the successful competitors will be advanced within the AS rating or appropriate service rating.

Navy men serving in pay grades E-3 and E-4, if they are especially well qualified and deserving, may receive partial waivers of the time in grade requirement for advancement. Such men may be allowed to advance to pay grade E-5 after only six months' service as E-4 (service computed to 16 May 1967) or to pay grade E-4 if serving as E-3 on 7 Feb 1967.

• **STAR CHANGE**—In the September issue of ALL HANDS there appeared on page 40 a deal which could make you a STAR Navyman.

That deal has become bigger and better for individuals in pay grade E-4. This is because of a recent change to BuPers Inst 1133.13C (change 1) which lists more than 70 courses as "equivalent 'B' School" training for automatic advancement to pay grade E-5. Some of these courses include nuclear power training.

Those rates affected by the new deal are: FT, FTG, FTM, DS, TM, ET, MT, RM, MM, EN, QM, GMG, GMM, STG, and STS.

Ask your career counselor to check your eligibility under this new change, because if you do qualify, your commanding officer is authorized to advance you to petty officer second class under the STAR program.

• **OFFICER EXTENSIONS CUT BACK**—The majority of eligible Regular Navy officers who wish to retire or terminate their temporary appointments and transfer to the Fleet Reserve will now be allowed to do so. Also, more resignations will be accepted, particularly from those not in aviation fields. The Navy's policy of selective involuntary extension, which applies to USN officers, has been eased. NavOp 26, issued late in 1966, made the official announcement.

• **MEDICARE SERVICES**—Family planning services may now be obtained through civilian physicians on an outpatient basis under the same conditions prescribed for other outpatient care from civilian sources.

The 1966 amendments to the Dependents' Medical Care Act remove the restrictive wording found in the old law which, for many, made it impossible to obtain medical guidance, counseling and supplies for family planning.

Naval medical facilities will have family planning services as of the first of January. Eligible Navy wives will be able to obtain family planning guidance, counseling and supplies (including drugs).

The extent to which they are provided, however, will depend upon the capabilities of the staff to render such services and whether or not space is available.

Alnav 66 and SecNav Inst 6320.14 provide the authorization.

In general, the policy now provides that captains and commanders will no longer be involuntarily retained on active duty. Most eligible officers of all grades (with exceptions as indicated below) will now receive approval for retirement or transfer to the Fleet Reserve.

The original selective retention policy was explained by A1Nav 45-65 and NavOp 10-65, both of which were published on 13 Aug 1965. Approval of voluntary retirements, resignations and reversions of permanent and temporary Regular Navy Officers were to be selectively deferred for periods up to one year. Exceptions were to be made in case of personal hardship or when the extension would force the officer over the 29-and-one-half-year mark.

Reservists were not subject to deferral.

Since then the Navy has continued to make every effort to obtain enough officers with the required qualifications to permit the end of all involuntary retentions. It has recently become possible, as a result, to ease the retention policy somewhat.

Requests for which approval had been deferred until April 1967 or later have been reconsidered. Many of these extensions have been shortened. Each officer has been individually notified as to the outcome of the reconsideration.

The Navy will continue to need the services of some officers in special categories. Most of those who will be retained in the near future will be in the aviation field, primarily due to the current need for aviators, the importance of maintaining a proper rotation policy and because of the long lead time required to train replacements. In addition, a limited number of officers with other special qualifications will be affected. In accordance with longstanding Navy policy, every effort will be made to consider the personal problems of the individuals concerned.

Some officers may be retained for short periods while BuPers arranges for adequate reliefs.

In future cases of involuntary retention, the officer concerned will be advised of the approximate date on which his resignation will be accepted. He will not be required to resubmit. Future correspondence will be necessary only if he desires to withdraw his resignation.

THE BULLETIN BOARD

San Diego: It's a Great Navy Town and One of the Busiest

AS JUST ABOUT everyone in the Navy knows, San Diego is the center of one of the largest naval establishments in the United States and, for that matter, in the world. If you have duty with the First or Seventh Fleets, you can be reasonably sure that, sooner or later, you'll pull a tour of duty in or near this metropolis.

It would be somewhat difficult to avoid such a tour even if you wanted to, for San Diego is the heart of area commands which embrace almost every variety of naval activity. In the immediate vicinity will be found headquarters of the First Fleet, the 11th Naval District, Naval Station, Training Command, Supply Center, and AirPac. These are supplemented by a multitude of support commands. (See box for a complete list of commands of the San Diego area.)

This ubiquity is no accident. The Navy and San Diego have been friends ever since *uss Alert* appeared in the harbor well over 100 years ago.

In 1842, *Alert*, commanded by Captain Phelps, sailed into San Diego harbor and came to the aid of Americans who sought protection during the troubled period preceding the conflict with Mexico.

Captain Phelps sent a landing party ashore. Meeting no opposition, he withdrew three days later. That was the Navy's initial association with the little town of San Diego, which stood on the site of a Spanish mission and an Indian pueblo.

Four years later *USS Cyane*, a sloop-of-war, arrived in San Diego under the command of Captain Samuel F. DuPont. War had officially been declared. The Americans landed unopposed and raised the U. S. flag over the Presidio in Old Town.

During the remainder of the century, naval vessels were to stop there frequently, during which time San Diego had an opportunity to show off its excellent harbor facilities.

THE FIRST HINT that San Diego might become an important naval center came in September 1901, when the Navy acquired land on Point Loma for a naval coaling station. Many ships began to make it a regular stopping-off place on the West Coast.

The Naval Radio Station was commissioned at the southwestern end of the Point Loma peninsula in 1906. This station participated in the evolution of our modern broadcasting equipment and procedures. It started off with the famous call letters NPL for Navy Point Loma. (In June 1949 the pioneer radio station was decommissioned and absorbed in the Navy Electronics Laboratory, which had grown up around it.)

In spite of the coaling station and the radio station, Navy growth in the area was still limited until 1914.

In 1911 and 1912, North Island became active in naval aviation as Glenn Curtiss operated a training school for naval airmen on leased land there. Curtiss also took off and landed the world's first hydroplane on the waters of San Diego Bay during this period.

After the entry of the United States into World War I, naval activity in San Diego stepped up. In

1917 the Navy was granted permission to build permanent installations on North Island and promptly took over two old buildings and the structures once used by Curtiss to house his early-day seaplanes.

The end of World War I was not the end of naval expansion in the area. By 1923, several installations had been commissioned. Among these were the Naval Hospital, the Naval Training Station (now the Naval Training Center), the Naval Base, the Destroyer Base and the Naval Supply Depot.

In addition, 1921 saw the establishment of the 11th Naval District with headquarters in San Diego. Another addition in 1921 was the Marine Corps Recruit Depot.

AS WORLD WAR II approached, naval activity picked up again in San Diego after a lull through the 30s. The Navy Electronics Laboratory was established in 1940. Shortly thereafter there followed in quick succession: improvement of the air station at North Island, building of the Naval Amphibious Base, auxiliary air fields sprouting up throughout the county, and an ammunition depot in Fallbrook.

Throughout this development, community cooperation played a large part. The development was due to several factors. Among them were the advantages of climate and location, making the area an ideal training site. Second was the landlocked harbor, considered by some to be the world's finest naval anchorage. Most important of all was the all-out community support the Navy received. This included, but was not limited to, purchases for and gifts of land to the Navy for the hospital, training center, amphibious base and other facilities.

Naval aviation has an important part in the community. It grew from the days of Glenn Curtiss and his hydroplane. In 1927 the Navy acquired North Island and stepped up a development program.

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR



"Frankly, Bert, I feel there's a great deal more substance to an early Renoir, but when it comes to abstract expressionism..."

In the ensuing years Spanish Bight, an inlet separating North Island from Coronado, was filled in, and the shoreline adjacent to the island has been dredged to accommodate the Navy's largest aircraft carriers. North Island is no longer an island, nor can any indication be seen that there was a gap between Coronado and North Island. Quay walls have been built to accommodate the carriers berthed there, and hundreds of acres of tidelands have been reclaimed to add to the airfield.

THE NAVY is an important part of the San Diego community economic and social structure.

Each year, about a million people visit ships or tour shore installations of the Navy in the San Diego area.

People from all of the 50 states, U.S. territories and dozens of foreign countries have visited units of the Fleet which are open for general visiting each weekend at the foot of Broadway and Harbor Drive.

Several major air shows have been held by the Navy at its Miramar Naval Air Station and North Island Naval Air Station. These shows have drawn as many as 300,000 persons to see demonstrations of the latest Navy aircraft and missiles.

The Navy's bakery bill is about \$2 million a year; the electric bill amounts to \$3 million. Navy ships docking in San Diego's harbor buy over \$3 million worth of dairy products annually.

Statisticians can add \$800 million a year to San Diego's economy because of the Navy. There are normally 140,000 Navymen serving in ships and at stations in the San Diego area. There are another 19,000 civilian employees of the Navy here. If retired Navy personnel and Navy dependents are included, more than a quarter of San Diego County's population is Navy.

The Navy's role in San Diego is of social significance, too. The Navy is part and parcel of the community. It is deeply involved in every problem of the community.

The Navy built the first aqueduct from the Colorado River and turned it over to the city in 1946. The Navy financed the second aqueduct also, which it turned over to the city six years later.

Civilian church congregations in-

clude up to 35 per cent Navymen and their families. Over 1000 of the 7000 Boy Scout leaders in the county are servicemen. Other Navymen take active part in community functions and services of all kinds.

Operation Handclasp is the result of a humanitarian plan fostered by a San Diego-based Navy officer which provides food and clothing for needy people in the Far East.

Youth groups of all kinds, including children from orphanages in California and Mexico are frequent guests of Navymen at ships and stations in the area.

Since its arrival in San Diego harbor in 1842, the Navy has been a partner in the growth of the nation's southwestern-most metropolis.

Family Services Centers

When you receive your orders for San Diego (or, for that matter, almost anywhere within CONUS), you would do well to contact the Family Services Center located nearest your ultimate destination. It has been created for the sole purpose of answering questions and solving personal problems of Navymen and their families.

High on the list of any man's problems is his change of duty station. Family Services Centers in the San Diego area are located at the naval station, NAS North Island and NAS Miramar. Each is equipped to answer most of your questions. And if they can't answer them, they probably know someone who can.

HOW DID IT START

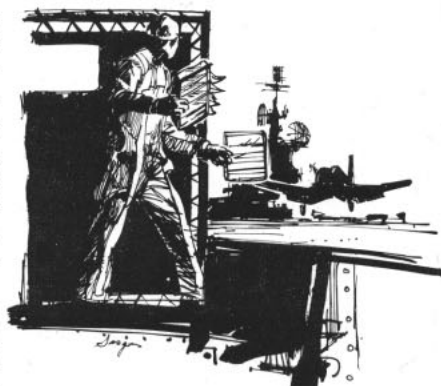
Paddle Landings Took Skill

For nearly six decades, Navy pilots have progressed through various stages of carrier landings ranging from the seat-of-the-pants methods to the fully automatic landings now becoming operational.

Antisubmarine Squadron 22 claims for herself (and other units of her air group) the distinction of being the last group of Navy fliers to make paddle landings—a skill which became archaic when USS Lake Champlain (CVS 39), the last of the straight-deck carriers, was decommissioned.

The paddle method of landing has played an important role in aviation history, and the squadron's pride in the skill it required is indeed justified.

Paddle landings under the guidance of the Landing Signal Officer—patron saint of all naval aviators—were characteristic of straight-deck carriers. Aircraft landing aboard them touched down on the aftermost part of the flight deck and headed straight down the ship's centerline.



During landing operations, other aircraft were parked on the forward end of the flight deck. The two areas were separated by barriers of large steel cables, hopefully strong enough to catch any aircraft not stopped by the arresting wires. Should a plane hit the barrier, it sometimes meant minor damage to the plane, but this was, at least, the lesser of two evils.

Since the deck space forward of the landing area was occupied with parked aircraft, pilots were committed to a full-stop landing earlier in the approach. There was no opportunity for a touch-and-go. No margin for error of any kind. Precision flying, honed by constant practice, was essential.

The landing signal officer with his paddles signaled an incoming aircraft whether it was too high, too low, or just right. Some LSOs could judge within a knot or so the speed of the approaching plane.

To present-day viewers of World War II movies, the LSO with his paddles held in outstretched hands, appears to be merely picturesque. Quaint. To present-day aviators, it seems almost incredible that all our carrier-based aircraft were recovered in this manner during World War II.

Now, of course, newer angled-deck carriers use mechanical/optical systems to give their pilots needed assistance. The LSO is still there to monitor the approach, but rarely uses paddles to give signals.

Although carrier flying still requires an immense amount of skill and still has its thrills, modern techniques have largely eliminated the type of cliff-hanging carrier landings favored by scenario writers but which were by no means fictitious.

The purpose of the Center is to help newly-arrived Navy people to become settled in the area, offer assistance to families with specific problems and to provide large quantities of miscellaneous information.

It provides a hospitality kit to help tide you over until your own gear arrives. It can give you the details of numerous government programs such as the GI Bill, Survivors' Benefits, and other benefits to Navymen and their families.

To help you ask intelligent questions before, or when you do arrive, here is a condensation of the general information the Center has on hand for the use of new arrivals.

Housing

There's little question about it—government housing is limited in re-

All-Navy Cartoon Contest
Peter A. Hansen, EN1, USN



"Quite the liberty hound, that Fenmore!"

lation to demand, and it is likely to remain so. There are six off-station public quarters projects, totaling 3291 units, located in the San Diego area.

When available, these units are

assigned to Fleet and shore-based personnel who are on active duty and permanently attached to San Diego shore activities or Fleet units based or homeported in San Diego.

Applications become effective and are placed on the waiting list the day they are received. Normally there is a considerable waiting period before assignment. A list of off-base housing is available, but good multi-bedroom homes are hard to find and you are advised to start house-hunting as soon as possible if this is what you have in mind.

Applications (11ND-Gen-11101/3 Rev 5-62) should be submitted in duplicate to: Housing Assignment Office, Public Works Center, Bldg 225, PO Box 114, Naval Station, San Diego, Calif. 92136.

There is no Navy temporary hous-

The San Diego Naval Complex: A Cross-Section of

Here is a list of the reasons why San Diego is considered to be one of the largest naval commands in the world:

- UNITED STATES FIRST FLEET: one of four numbered fleets in U. S. Navy. Charged with defending the western shores of the United States.

- HEADQUARTERS, ELEVENTH NAVAL DISTRICT: coordinates all shore stations in nine California counties; Clark County, Nev.; and the state of Arizona.

- U. S. NAVAL STATION: comprised of three commands, Marine Barracks, Service Schools, and commissary store. Eleven tenant commands and activities.

- NAVAL TRAINING COMMAND: the "Cradle of the Navy," has trained over 1,500,000 Navymen. It includes:

- Recruit Training Command
- Service School Command
- Naval Administrative Command

- U. S. NAVAL HOSPITAL: largest military hospital in the world.

- NAVY ELECTRONICS LABORATORY: engaged in radio, radar and sonar research projects.

- COMMANDER FLEET AIR, SAN DIEGO: type commander for air units assigned to the Southern Section of Western Sea Frontier.

- COMMANDER NAVAL AIR FORCE, PACIFIC FLEET: provides

naval aviation for the entire Pacific.

- NAVAL AIR STATION, NORTH ISLAND: largest aviation center on the Pacific Coast.

- NAVAL AIR STATION, MIRAMAR: home port of all Pacific Fleet fighter squadrons.

- U. S. NAVAL AUXILIARY AIR STATION, REAM FIELD: home port of six helicopter squadrons.

- SOUTHWEST DIVISION, NAVAL FACILITIES ENGINEERING COMMAND: plans, designs, and constructs naval and federal facilities.

- U. S. NAVAL PERSONNEL RESEARCH ACTIVITY: conducts in-service research in naval personnel administration and management.

- NAVAL SUPPLY CENTER, SAN DIEGO: provides general stores support for Fleet units and assigned continental and overseas activities.

- COMMANDER TRAINING COMMAND, PACIFIC FLEET: governs operational training of Pacific Fleet ships. It includes:

- Fleet Training Group, San Diego
- Fleet Training Center
- Fleet Anti-Air Warfare Training Center

- U. S. Fleet Antisubmarine Warfare Training Center

- Fleet Computer Programing Center, Pacific

- Nuclear Weapons Training Center, Pacific

Fleet Gunnery School

Pacific Fleet Photo-Triangulation Group

- COMMANDER AMPHIBIOUS FORCE, U. S. PACIFIC FLEET: provides the basic amphibious capability of the Pacific Fleet.

- Amphibious Training Command
- Landing Force Training Unit, U. S. Pacific Fleet

- Naval Amphibious School
- Amphibious Operational Training Unit

- Underwater Demolition Unit One

- Landing Ship Squadron One
- Landing Ship Squadron Three
- Naval Beach Group One
- Beachmaster Unit One

- Assault Craft Unit One
- Amphibious Construction Battalion One

- Utility Landing Craft Squadron One

- Amphibious Group Three

- COMMANDER CRUISER-DESTRUCTOR FORCE, U. S. PACIFIC FLEET: furnishes trained, combat-ready ships to the U. S. Seventh Fleet.

- COMMANDER SERVICE SQUADRON ONE: Pacific Coast headquarters for Pacific Fleet Service Force.

- SAN DIEGO GROUP, PACIFIC RESERVE FLEET: has the responsibility of 219 reserve ships.

- COMMANDER SUBMARINE FLO-

ing in the area. When reporting for duty, it is best to plan on local motel or hotel accommodations until you become settled. Many offer special servicemen's rates and, before registering, it is suggested that you inquire as to their availability before you commit yourself.

All six housing projects are designated as adequate government quarters and thus require full forfeiture of BAQ.

Admiral Hartman Quarters (Capehart)—This project is located approximately one mile east of the business district of Pacific Beach. Each home has two bathrooms, an attached single garage with storage space, back yards are fenced and lawns are equipped with sprinklers. Pets are permitted.

It consists of 438 individual un-

All-Navy Cartoon Contest
William R. Maul, CTC, USN



"Hash"

furnished officer and enlisted homes, allocated as follows:

Captains: five three-bedroom homes; three four-bedroom.

Commanders and lieutenant commanders: 43 three-bedroom; seven four-bedroom.

Junior officers: 118 three-bedroom, 25 four-bedroom.

Enlisted: 195 three-bedroom, 42 four-bedroom.

At last report, the waiting period for enlisted families for three-bedroom houses was six to 12 months; for four-bedroom, 12 to 18 months. For junior officers, three-bedroom, nine to 12 months; four-bedroom, 12 to 18 months. For commanders and lieutenant commanders, three-bedroom, 12 to 18 months, four-bedroom, 18 to 24 months. For captains, undeterminable.

Chesterton Quarters (Capehart)—This is located in the Linda Vista area, approximately one-half mile west of U. S. Highway 395. Each home has two bathrooms, an attached single garage with storage space, back yards are fenced and lawns are equipped with sprinklers. Pets are allowed.

The project contains 375 three-bedroom houses, and 59 four-bedroom. Enlisted personnel only are eligible. The waiting time is approximately the same as for the Admiral Hartman quarters.

Silver Strand, Amphibious Base, Coronado—This project consists of 250 units, 14 of which are available to captains, 10 to commanders and lieutenant commanders, 16 to junior officers, and 210 to enlisted men.

Quarters for captains are single units. Those for commanders and lieutenant commanders are either single or duplex-type. Junior officer and enlisted quarters consist of duplex units.

All units have two bathrooms and include built-in gas range with exhaust fan, 12-cubic foot refrigerator, garbage disposal, garage, laundry room for your washer and drier, sliding glass doors to patio slab. Flooring is vinyl asbestos except for bathrooms which have ceramic tile floors. Pets are permitted. Houses are either three- or four-bedroom.

Waiting time is similar to that of the Admiral Hartman project.

Bayview Hills—Located in the vicinity of Paradise Hills, this project has a total of 812 units. Ten two-bedroom, 60 three-bedroom and 20 four-bedroom units are available for officers and their families. The distribution for enlisted men is like this: 324 two-bedroom units, 308 three-bedroom and 90 four-bedroom.

Enlisted units consist of two-story, multi-unit structures. Officers live in duplex, triplex and fourplex (if there is such a word) units. Dogs are permitted if you are willing to build a fence around your establishment which meets with the approval of local authorities.

Waiting time for Bayview goes like this: Enlisted two- and three-bedroom units, one week to two months; four-bedroom, three to six months. For officers, two- and three-bedroom, one to three months; four-bedroom, six to 12 months.

Cabrillo Heights—This is located on Kearney Mesa, approximately one mile east of U.S. 395, between Linda Vista and Miramar. There are 812 units, divided as follows:

For officers: 16 two-bedroom units, 77 three-bedroom, four four-bedroom. For enlisted: 277 two-bedroom, 361 three-bedroom and 77 four-bedroom units.

Most enlisted units are located in two-story, multi-unit structures. Some four- and five-plex units are available. Officers live in duplex and single units. Restrictions concerning dogs are comparable to those at Bayview. Waiting time is also similar.

Gateway Village—This consists of enlisted quarters located next to the Marine Corps Recruit Depot and Naval Training Center in the Loma Portal area.

the Sea Service

TILLA ONE: controls all Eastern Pacific submarines.

- **NAVAL REPAIR FACILITY:** engaged in repair, alteration, and overhaul of Fleet vessels.

- And here are some of the many other units which give an idea of the scope of the tremendous naval complex in the San Diego area:

Naval Training Aids Facility
Naval Medical Neurological Research Unit

Naval Accounts Disbursing Office

Naval Publications and Printing Office

Naval Area Audit Office
Board of Inspection and Survey
Fleet Weather Facilities
Naval Training Device Center
Personnel Accounting Machine Installation

Commander Naval Air Bases,
11th Naval District

Enlisted Personnel Distribution Office, Pacific Fleet

Pacific Fleet Mobile Photographic Unit

Fleet Airborne Electronics Training Unit, Pacific

Fleet Aviation Accounting Office Pacific

Naval Research Resident Representative

Fleet Work Study Group, Pacific

There are 70 one-bedroom apartments, 349 two-bedroom, 72 three-bedroom and 54 four-bedroom units.

"Units" in this case consist of two-story, multi-units structures of split-level type apartments; living room and kitchen are on the ground floor, bedrooms and bathrooms are on the upper floor. The same restriction concerning dogs as those cited for Bayview apply here.

Waiting time: one bedroom, four to six weeks; two bedrooms, one week to two months; three bedrooms, one to three months; four bedrooms, three to six months.

Although married men are unable to live on station at North Island because of limited housing, clean economical housing is offered through the 11th Naval District Housing Office at the naval station. Rents in neighboring Coronado or Imperial Beach are usually higher than in San Diego but the convenience often offsets this. The commissary and dependents' clinic, both located just inside the main gate at North Island, help to lick the problem.

Living conditions for unmarried men at North Island have been noted as exceptionally good. Clean barracks, a good mess hall and outstanding recreation facilities contribute to make duty here a pleasant assignment. In addition to the customary recreation facilities, North Island has an 18-hole golf course, an excellent bowling alley, and a rare opportunity in its sports fishing program.

Officer housing at Miramar consists of 30 new Capehart units, seven units of public quarters and a large BOQ.

Enlisted family housing has 42 Capeharts and nine sets of public quarters for chiefs and below, plus a large number of trailers for married enlisted men. There are 20 barracks for EMs.

At Ream Field, some housing is available on station to enlisted personnel in the lower pay grades. Most, however, live in the civilian communities of Imperial Beach and Chula Vista.

Automobiles

If you buy an automobile outside the state with the intention of using it in California, you will be charged a state use tax equal to four per cent of the purchase price, if bought from

a dealer, or on estimated value by the Department of Motor Vehicles if bought from a private party. However, you are exempt from this tax if the auto is "substantially" used by you 90 days before you enter the state. The burden of proof is on you.

When buying a used car, fill out an ownership certificate and turn it in to the Department of Motor Vehicles with registration card for transfer of ownership. The fee for this is \$2.

A new resident may operate his passenger auto without registering it until his home state registration expires. Military personnel may carry license plates from their home states or places where they served under military orders.

However, you are advised to check with the Department of Motor Vehicles within 30 days as to valid period of plates. New plates are expected to serve for the life of the vehicle. An identifying sticker is added to the plate each year for renewal.

The registration (or license) fee amounts to \$9 plus a vehicle tax of \$2 for each \$100 value, based on value estimated by the Department of Motor Vehicles. Registration expires on 31 December; renewal deadline is midnight 4 February. Delinquency penalties are severe.

Visitors over 21 may use a valid home state driver's license until it expires, or until they make California their legal residence. Nonresident minor members of the armed forces may drive for 60 days on a valid license from their home state. Li-

cense fee is \$3. Vision, written and driving tests are required.

California does not require compulsory auto insurance, but if you are uninsured and become involved in an accident, you must post bond with the Department of Motor Vehicles.

A smog control device is required on some California registered vehicles. If you are going to apply for California registration on an out-of-state vehicle or a newly purchased vehicle, contact the Department of Motor Vehicles. In San Diego, the address is 3960 Normal St., telephone is 297-3511.

Naval Station Registration—The Naval Station Vehicle Registration Office issues permanent decals to personnel whose ships are normally berthed at the station or are assigned to the naval station for duty. Dependents may be issued decals when their sponsors are absent from the area.

To apply, you must bring: Evidence of ownership or certificate of registration; a valid state driver's license; and evidence of required minimum insurance, which is \$10,000/\$20,000 public liability and \$5000 property damage.

A permanent decal will be issued according to rank or rating and will normally expire on the current insurance policy expiration date.

The decal denotes that a privately owned vehicle is authorized to be operated and parked on the naval station. It serves only to identify the vehicle. The driver and other occupants must be identified by means of a card, pass or badge.

Parking spaces are extremely limited and most areas are reserved for specific individuals. PO3s and below are not allowed on the station until after 0800 on working days.

Pass and ID Cards

An Armed Services Identification and Privilege Card is required before commissary and exchange privileges and medical care can be authorized.

Any dependent over 10 years of age is eligible to apply for an ID card. The applicant must fill out and have verified by the sponsor's command DD Form 1172 (Uniformed Services Identification and Privilege Card). After the application has been verified by the command, it will be returned. The applicant then takes it to the ID Card Photo Lab for further processing.

All-Navy Cartoon Contest
James R. Metcalf, SN, USN



"You busy?"

Taxes

State—Incomes of residents of the state, and incomes derived from California by nonresidents are subject to a state personal income tax. The form is modeled in a general way after federal income taxes.

The tax rate for a single person: First \$2500, one per cent scaled up in \$2500 increments to seven per cent on amounts over \$15,000. For joint returns the first \$5000 is at one per cent scaled up in \$5000 increments to seven per cent on amounts over \$30,000. Exemptions: Single person, \$1500; married or head of household, \$3000; each dependent, \$600.

For further information, contact the California Franchise Tax Board, State Building, 1350 Front St., San Diego.

With the exception of food and fuels, there is a state sales and use tax of three per cent on all retail purchases.

City and County—The combined rate for real and personal property located within the city of San Diego is determined annually by the County of San Diego, City of San Diego, Unified School District, Unified Port District and the County Water Authority. Residents in the major portion of the city pay a tax of \$8.09 per \$100 of assessed valuation.

Rates vary in certain sections of the city (generally newly annexed areas) depending on minor assessments. The location of the property determines the amount of taxes, as each of the several taxing jurisdictions is responsible for its own budget and fixing the tax rate. All counties in the state must maintain a ratio of assessment in keeping with the state-wide average. For more information, contact the County Assessor, County Administration Center, San Diego.

The city of San Diego also imposes a one per cent retail sales tax in addition to the state sales tax, making a total of four per cent retail sales tax. Other municipalities in the county likewise impose this one per cent sales tax.

Resident veterans are allowed to apply for an exemption of \$1000 assessed valuation, provided they do not possess assets exceeding \$5000 in assessed value for single persons, \$10,000 for married persons.

All-Navy Cartoon Contest LT Melville C. Murray, SC, USNR



"Is that your final word in the matter, Sir?"

Federal gasoline tax is \$.04; state gasoline tax, \$.07.

Schools

California law establishes the following minimum entrance ages for the public schools: to be enrolled in kindergarten, a child must be five years old on or before 2 December; to be enrolled in the first grade, a child must be six years old on or before 2 December, or have completed one year in a public school kindergarten in California or any other state.

Promotion from grade to grade is based on achievement and accomplishment and is not automatic.

All children enrolling in the public schools for the first time are required to present a birth certificate or other proof of date of birth. Also, all children must present evidence of completed immunization against polio; lacking this, a program of immunization is begun. Schools operate on a year session, rather than a semester basis, so children from most school systems may enter without loss of standing at any time, as transfers.

San Diego high schools have annual graduation, once a year, in June. Forty credits are required.

The Family Services Center has a map indicating the location and boundaries of San Diego County's 51 school districts. Information on the specific facilities in your district may be had by calling your local district office as listed in the telephone directory under the heading "Schools." Additional help may be obtained through the County Educational Office.

Information on Advanced Adult High School education in the area is available through the Board of Education Information Center.

The county is also the home of four major colleges, a city college and four junior colleges.

Detailed information concerning medical and dental care, religious services, commissaries and exchanges may be obtained from the Family Services Centers upon your arrival.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Battle of the Bulge (C) (WS): Drama; Henry Fonda, Robert Shaw.

The Chase (C) (WS): Drama; Marlon Brando, Jane Fonda.

Lady L (C) (WS): Comedy; Sophia Loren, Paul Newman.

An Eye for an Eye (C): Western; Pat Wayne, Slim Pickens.

Nevada Smith (C) (WS): Western; Steve McQueen, Brian Keith.

Walk, Don't Run (C) (WS): Comedy; Cary Grant, Samantha Eggars.

Mary Poppins (C): Musical Comedy; Julie Andrews, Dick Van Dyke.

The Reptile (C): Melodrama; Noel Willman, Ray Barrett.

Rasputin, the Mad Monk (C) (WS): Drama; Christopher Lee, Barbara Shelley.

Up to His Ears (C): Comedy; Ursula Andress, Jean Paul Belmondo.

Ambush Bay (C): Melodrama; Hugh O'Brien, Mickey Rooney.

Underworld Informers: Mystery Drama; Nigel Patrick, Margaret Whiting.

The Agony and the Ecstasy (C) (WS): Drama; Charlton Heston, Rex Harrison.

Beau Geste (C) (WS): Melodrama; Guy Stockwell.

Out of Sight (C) (WS): Musical Comedy; Jonathan Daly, Daren Jensen.

Traitor's Gate: Melodrama; Gary Raymond, Albert Lievin.

Seavey Segment A-67: Here Are Pointers and Cut-Off Dates

SEA DUTY commencement dates are set for Seavey A-67. As was the case in the preceding Seavey, all preferred overseas billets in certain areas will be filled by Navymen eligible for shore duty orders.

Navymen assigned to such areas will find their overseas tours in preferred areas to be longer than normal shore tours in continental U. S. Seavey-eligible Navymen will not be assigned to overseas activities where dependents are not authorized or where adequate family facilities (such as housing, schools, commissaries) are not available.

Navymen who do not wish preferred overseas shore duty must indicate so in block 11 of the rotation data cards. Normally, such men will not be sent overseas. However, after every effort has been made to assign them to CONUS, they may receive a 14-month sea extension when sufficient CONUS billets are not available.

Navymen who are converting to another rating, and who hold a conversion NEC (XX99) will be considered as serving in the rating to which they are converting for purposes of determining eligibility for orders under Seavey.

Starting with this Seavey, all explosive ordnance disposal technicians will be ordered ashore according to their NEC, instead of by rates.

Because of the buildup in South-

east Asia, it has been necessary to short-tour some men who were serving a tour of shore duty earned through Seavey procedures. So that such men will not be penalized with respect to subsequent eligibility for shore duty, procedures have been established for the computation of sea duty commencement dates.

If you served 18 months or more of your shore duty tour, there will be no change in your current sea duty commencement date. It will be counted as a full tour ashore.

If you served less than 18 months on such a tour of shore duty, a constructive sea duty commencement date will be established by the Chief of Naval Personnel, by adding the months served ashore to the original sea duty commencement date under which you had been previously ordered to shore duty.

If you fit into the latter category, your personnel officer will submit a request for the sea duty commencement date adjustment to the Chief of Naval Personnel. No adjustment request can be submitted, however, until you have served 12 months at your present duty station.

As in past Seaveys, if your continuous tour of sea duty commenced in or before the month and year specified for your rate and rating on the accompanying list, and if you satisfy the other requirements, you are eligible for shore duty.

The other requirements are:

- You must be in an "on board for duty" status at your present command.

- You must have an active duty obligation extending to May 1969 or beyond.

- Navymen on overseas shore duty or toured sea duty (sea duty for rotation) also must have a tour completion date which falls within the transfer months of that Seavey (that is, June to September 1967).

- Navymen on a sea tour extension are ineligible unless the extension expires during the transfer months of that Seavey.

- A change in rate or rating after the list of commencement dates has been promulgated does not change eligibility, since the effective date of BuPers Notice 1306 is the determining factor. (In this case, 1 Nov 1966). However, personnel reduced in rate to a pay grade which is ineligible for Seavey will be considered ineligible as of the date of reduction.

- Personnel assigned to preferred overseas shore activities who meet the sea duty cutoff dates of Seavey A-66 and whose tour completion date falls within the transfer months of Seavey A-67 will have a Rotation Data Card prepared and forwarded by the PAMI if they are not currently recorded in Seavey.

See your personnel man if you have any pertinent questions.

BMC	MAR 63	ST1	JUN 62	GMGC	FEB 62	NEC 1144	MAY 64	DS2	JUN 65	YN3	JUN 65
BM1	SEP 60	STG2	JUN 62	GMG1	MAR 59			DS3	OCT 64	YNSN	JUN 65
BM2	JAN 60	STG3	JUN 62	GMG2	MAR 59	MTC	OCT 64	DS5N	OCT 64		
BM3	FEB 61	STG5N	JUN 62	GMG3	DEC 59	MT1	OCT 64			CYN3	NOV 64
BMSN	FEB 61	STS2	JUN 62	GMG5N	DEC 59	MT2	SEP 63	IMC	JUL 62	CYN5N	NOV 64
		STS3	JUN 62			MT3	MAY 63	IM1	JUL 62		
		STS5N	JUN 62	FTGC	AUG 62	MT5N	JUL 64	IM2	APR 62	PNC	FEB 65
QMC	SEP 61			FTG1	MAR 62			IM3	AUG 61	PN1	FEB 65
QM1	JUL 60			FTG2	MAR 62	MNC	JAN 65	IMS5N	AUG 61	PN2	FEB 65
QM2	FEB 61	TMC	DEC 62	FTG3	JAN 61	MN1	JAN 65			PN3	JUN 65
QM3	APR 63	TM1	MAR 62	FTGSN	JAN 61	MN2	JAN 65	OMC	FEB 63	PNSN	JUN 65
QMSN	APR 63	TM2	MAR 62			MN3	NOV 64	OM1	FEB 63		
		TM3	JUN 63	FTMC	AUG 62	MNSN	NOV 64	OM2	FEB 63	SKC	FEB 63
SMC	APR 62	TMSN	JUN 63	FTM1	MAR 62			OM3	JAN 63	SK1	SEP 62
SM1	JAN 60			FTM2	MAR 62	ETC	JUN 65	OMS5N	JAN 63	SK2	SEP 62
SM2	JAN 60	GMMC	AUG 62	FTM3	DEC 61	ET1	JUN 65			SK3	FEB 65
SM3	JAN 60	GMM1	NOV 61	FTMSN	DEC 61	ETN2	AUG 64	RMC	MAR 64	SK5N	FEB 65
SM5N	JAN 60	GMM2	JUN 60			ETN3	DEC 64	RM1	DEC 63		
		GMM3	JUN 60	FTBC	AUG 62	ETNSN	DEC 64	RM2	FEB 64	DKC	MAR 63
RDC	DEC 62	GMM5N	JUN 60	FTB1	MAR 62	ETR2	AUG 63	RM3	JUL 64	DK1	JUN 62
RD1	SEP 60			FTB2	JAN 62	ETR3	JUN 64	RMSN	JUL 64	DK2	FEB 64
RD2	APR 61	GMTC	JUN 65	FTB3	DEC 61	ETRSN	JUN 64			DK3	JUN 65
RD3	JUL 63	GMT1	JUN 65	FTBSN	DEC 61			YNC	JUN 65	DK5N	JUN 65
RDSN	JUL 63	GMT2	JUN 65					YN1	JUN 65		
		GMT3	JUN 65					YN2	JUN 65	CSC	JUN 63
STC	JUN 62	GMT5N	JUN 65	NEC 1143	MAY 64	DSC	JUN 65				
						DS1	JUN 65				

CS1	JUN 63	MRFN	JUL 62	EAC	SEP 64	SWC	NOV 60	AO2	JAN 64	AME2	JUN 65
CS2	JUN 63			EA1	SEP 64	SW1	MAR 60	AO3	FEB 65	AME3	JUN 65
CS3	FEB 65	BTC	DEC 60	EAD3	SEP 64	SWE2	MAR 60	AOAN	FEB 65	AMEAN	JUN 65
CSSN	FEB 65	BT1	JAN 60	EADCN	SEP 64	SWE3	NOV 62				
		BT2	JAN 60	EAS2	SEP 64	SWECN	NOV 62	AQC	APR 65	PRC	MAR 65
SHC	DEC 64	BT3	NOV 60	EAS3	SEP 64	SWF2	MAR 60	AQ1	APR 65	PR1	FEB 65
SH1	SEP 60	BTFN	NOV 60	EASCN	SEP 64	SWF3	NOV 62	AQB2	FEB 65	PR2	FEB 65
SH2	SEP 59					SWFCN	NOV 62	AQB3	FEB 65	PR3	OCT 64
SH3	SEP 59	BRC	JAN 60	CEC	JUL 64			AQBAN	FEB 65	PRAN	OCT 64
SHSN	SEP 59	BR1	MAY 59	CE1	APR 64	UTC	JAN 63	AQF2	FEB 65		
				CEP2	OCT 63	UT1	JAN 63	AQF3	FEB 65	AKC	JUN 65
JOC	JUN 65	EMC	OCT 61	CEP3	SEP 63	UTA2	OCT 62	AQFAN	FEB 65	AK1	JUN 65
JO1	JUN 65	EM1	JUL 60	CEPCN	SEP 63	UTA3	JUN 62			AK2	JUN 65
JO2	JUN 65	EM2	JAN 61	CES2	OCT 63	UTACN	JUN 62	ABEC	OCT 63	AK3	JUN 65
JO3	JUN 65	EM3	FEB 63	CES3	JAN 64	UTB2	OCT 62	ABE1	AUG 62	AKAN	JUN 65
JOSN	JUN 65	EMFN	FEB 63	CESCN	SEP 63	UTB3	OCT 62	ABE2	OCT 62		
				CEW2	FEB 64	UTBCN	OCT 62	ABE3	MAR 63	AZC	JUN 65
PCC	JAN 64	ICC	APR 62	CEW3	NOV 63	UTP2	OCT 62	ABEAN	MAR 63	AZ1	JUN 65
PC1	SEP 63	IC1	AUG 60	CEWCN	NOV 63	UTP3	JUN 62			AZ2	JUN 65
PC2	SEP 63	IC2	JUL 60	CET2	OCT 63	UTPCN	JUN 62	ABFC	MAY 64	AZ3	FEB 65
PC3	OCT 64	IC3	OCT 62	CET3	SEP 63	UTW2	OCT 62	ABF1	MAY 64	AZAN	FEB 65
PCSN	OCT 64	ICFN	OCT 62	CETCN	SEP 63	UTW3	MAR 63	ABF2	JUL 63		
						UTWCN	MAR 63	ABF3	JAN 64	PHC	MAR 65
LIC	NOV 63	SFC	APR 60	EOC	JAN 64	ADRC	FEB 65	ABFAN	JAN 64	PH1	FEB 65
LI1	NOV 63	SF1	JAN 60	EO1	JAN 64	ADRI	FEB 65			PH2	NOV 64
LI2	NOV 63	SFM2	JAN 60	EOH2	OCT 63	ADR2	FEB 65	ABHC	AUG 64	PH3	NOV 64
LI3	FEB 65	SFM3	MAR 62	EOH3	JUN 64	ADR3	FEB 65	ABH1	DEC 63	PHAN	NOV 64
LISN	FEB 65	SFMFN	MAR 62	EOHCN	JUN 64	ADRAN	FEB 65	ABH2	DEC 63		
				EON2	MAR 64			ABH3	OCT 64	PTC	JUN 65
DMC	FEB 65	SFP2	JAN 60	EON3	MAR 64	ADJC	OCT 64	ABHAN	OCT 64	PT1	JUN 65
DM1	FEB 65	SFP3	AUG 61	EONCN	MAR 64	ADJ1	OCT 64			PT2	JUN 65
DM2	FEB 65	SFPFN	AUG 61			ADJ2	OCT 64	AEC	JUN 64	PT3	JUN 65
DM3	FEB 65			CMC	OCT 63	ADJ3	OCT 64	AE1	DEC 64	PTAN	JUN 65
DMSN	FEB 65			CM1	OCT 63	ADJAN	OCT 64	AE2	FEB 65		
		DCC	APR 62	CMA2	AUG 63			AE3	FEB 65	HMC	OCT 64
MMC	MAR 60	DC1	AUG 61	CMA3	MAR 64	ATC	MAR 65	AEAN	FEB 65	HM1	OCT 64
MM1	JAN 60	DC2	AUG 61	CMA3N	MAR 64	AT1	MAR 65			HM2	OCT 64
MM2	JAN 60	DC3	JUN 63	CMH2	AUG 63	ATR2	MAR 65	AMSC	JUN 65	HM3	OCT 64
MM3	DEC 61	DCFN	JUN 63	CMH3	APR 64	ATR3	NOV 64	AMS1	JUN 65	HN	OCT 64
MMFN	DEC 61			CMHCN	OCT 63	ATRN	NOV 64	AMS2	FEB 65		
		PMC	AUG 61			ATN2	JAN 65	AMS3	FEB 65	DTC	JUN 65
ENC	OCT 61	PM1	FEB 61	BU1	JAN 64	ATN3	NOV 64	AMSAN	FEB 65	DT1	JUN 65
EN1	OCT 60	PM2	FEB 61	BUL2	JUN 63	ATNAN	NOV 64			DT2	JUN 65
EN2	OCT 60	PM3	FEB 61	BUL3	FEB 63			AMHC	APR 63	DT3	JUN 65
EN3	JUL 63	PMFN	FEB 61	BULCN	FEB 63	AXC	JUN 64	AMH1	JUL 64	DN	JUN 65
ENFN	JUL 63			BUH2	JUN 63	AX1	FEB 64	AMH2	OCT 64		
		MLC	SEP 61	BUH3	FEB 64	AX2	MAR 64	AMH3	OCT 64	SDC	SEP 64
MRC	JUN 62	ML1	NOV 60	BUHCN	FEB 64	AX3	MAR 64	AMHAN	OCT 64	SD1	JUN 62
MR1	JUN 62	ML2	JAN 60	BUR2	JUN 63	AXAN	MAR 64			SD2	JUN 62
MR2	MAY 62	ML3	APR 61	BUR3	JAN 63	AOC	APR 64	AMEC	JUN 65	SD3	AUG 60
MR3	JUL 62	MLFN	APR 61	BURCN	JAN 63	AO1	JAN 64	AME1	JUN 65	TN	JUL 62

Presidential Appointments to Naval Academy Increased

Recent legislation has approved an increase in the number of servicemen's sons who may be appointed to the Naval Academy by the President.

In the past, the President has been authorized each year to appoint 75 sons of Regular members of the armed services to the Academy.

In addition, applicable laws have provided that there may be at the Naval Academy at any one time 40 midshipmen selected in order of merit from sons of members of the Armed Forces who were killed in

action or died of wounds or injuries received or diseases contracted in World War I, World War II, or the Korean conflict.

Public Law 89-650, passed recently, has extended eligibility.

Now, the President may appoint 100 midshipmen each year, selected from sons of members of the services who:

- Are on active duty (other than for training) and who have served continuously on active duty for at least eight years. This section of the law now includes Reservists on active duty for eight or more years.

- Are, or who died while they were, retired with pay, or granted retired or retainer pay, (except those retired under Section 1331 of Title 10).

Also, 40 midshipmen may be selected each year from sons of servicemen who were killed or completely disabled while on active duty.

Details may be found in BuPers Notice 1531 of 3 November.

For additional information concerning admission to the Naval Academy, write to the Chief of Naval Personnel (Pers-B66), Navy Department, Washington, D. C. 20370.

All About Officer Assignment: Who Goes Where, Why and How

IN THIS ERA OF TECHNICAL sophistication, it's not always easy to find the right man for the right job.

In no other occupation could this be more true than in the Navy. That's why the naval officer, in particular, is hand-picked for his assignments.

The process of assigning an officer to duty is far more complicated than throwing darts at an assignment board.

To begin with, every assignment must, to varying degrees, meet: (1) the needs of the services; (2) the professional development needs of the individual, and (3) the personal preferences of the individual.

Each of these military requirements and preferences is the responsibility of three groups of individuals—assignment officers (or detailers), placement officers, and the officer being assigned.

- The first of these, the detailers, are located in the Bureau of Naval Personnel and represent naval officers with certain grades and areas of specialty.

For instance, one detailer may be responsible for the assignments of restricted line engineer lieutenants while another detailer represents Supply Corps officers.

- The placement officers, who are also located in the Bureau, concern themselves more with the officer qualification needs of each naval command rather than the personal preferences of the individual.

Essentially, they represent all the various naval commands, from the Systems Command and major naval activities on down the line to the ships in the Fleet.

It's the placement officers who see to it that qualified officers are made available to fill specific billets at any activity at any given time.

- The third leg of the triangle is the individual officer who is responsible for informing the Bureau of his duty preferences and how he feels he can best serve the Navy.

It is necessary that all three work closely together for the officer distribution program to function smoothly and effectively.

TO ACHIEVE THIS UNITY, BuPers employs a four-code system when assigning officers to duty stations.

The system is broken down into Officer Designator Codes, Officer Subspecialty Codes, Naval Officer Billet Codes, and Billet Identification Codes.

The formula that combines these codes into the pattern of the officer distribution system is somewhat complex. Nevertheless, it's important that every officer be familiar with the code system, understand its formula, and recognize how his personal qualifications may have an effect on the placement process—especially when he applies for a specific assignment.

Step by step, here's how the system works.

First of all, to be effective, a detailer becomes acquainted with all the officers within the group under his charge. He may meet only a handful of them personally, but he should know each of them by his recorded background.

From these records the detailer is able to develop a profile of an individual—his education level, marital and dependent status, previous duty assignments, and professional qualifications.

Other military notations on record may include data on an officer's special military training and education, his fields of interest, what he feels his career needs are, and his personal preferences as to future duty assignments.

One of the most fundamental items of an individual's record is his Officer Designator Code. This code is an important factor in relation to assignments. It is one of the basic

tools the detailer uses to begin his search for the right man for the right job.

THE OFFICER DESIGNATOR CODE is a series of four digits which identify an officer with his primary job and status in the Navy. It's like having a second ID number, but this number is not exclusive with any one individual.

The first three digits of the designator indicate to the detailer in what general area an individual is specialized.

For example, a designator coded 1450 identifies a Regular Navy restricted line engineering duty officer whose specialty is ordnance.

Before the fourth digit of the officer designator is explained here, the structure of the first three digits should be understood.

Basically, there are 67 designators (areas of specialization) with which officers in the Navy are identified.

In some ways these areas can be compared in structure with the 66 different rates of Navy enlisted men, except that officer designators are classified by code numbers.

For instance, an enlisted man in the supply field might be known as a storekeeper while an officer in the same field, the Supply Corps, is identified numerically by his designator code, such as the general area codes 3100, 3700 or 7980.

As these sample designators indicate, an officer's designator also identifies him with a specific officer category. In this case it's the Supply Corps which is listed as part of the Staff Corps category.

ALTOGETHER THERE ARE FIVE officer categories: Unrestricted Line, Restricted Line, Limited Duty, Staff Corps, and Warrant.

Unrestricted Line and Restricted Line officers carry designators whose first digit begins with "1".

Designators for Limited Duty officers always begin with the number "6", while the first digit for Staff Corps designators ranges from "2" through "5".

Warrant officer designators can be identified by either digit "7" or "8" as the first number.

Additional examples of how offi-

All-Navy Cartoon Contest
Michael L. Shane, FTG1, USN



"Sir... would you believe...?"

cers are identified within each category by the first digit of their designator codes are as follows:

110—*Unrestricted Line*—An officer whose primary field is naval warfare, either surface or subsurface or both.

145—*Restricted Line*—An engineering duty officer whose specialty is ordnance.

620—*Limited Duty*—An officer whose principal field of interest is limited to administration.

220—*Staff Corps*—A Dental Corps officer.

849—*Warrant*—A warrant officer of the Civil Engineer Corps.

Now then, the fourth number of the officer designator indicates to the detailer the individual's status—if he's Regular Navy, Naval Reserve, Warrant, or a temporary officer.

If the fourth digit of the designator code of an Unrestricted Line officer above were to be a "0", thus 1100, it would identify him as an officer in the Regular Navy whose permanent grade is ensign or above.

Other final digits used for status identification and translation are:

1—An officer of the Regular Navy whose permanent status is warrant officer.

2—A temporary officer of the Regular Navy whose permanent status is enlisted.

3—An officer of the Regular Navy who is on the retired list.

4—Not used.

5—An officer of the Naval Reserve (except for those with digits "6" and "7" below).

6—An officer of the Naval Reserve who was appointed in the Naval Reserve Integration Program from enlisted ranks.

7—An officer of the Naval Reserve on active duty in the TAR program (Training and Administration of Reserves). This digit is also used for officers of the TAR program who are rotated to other than TAR billets.

8—Not used.

9—An officer of the Naval Reserve who is on the retired list.

That, in a nutshell, covers the structure of the Officer Designator Code. Now for a look at role of designator in distribution plan.

IN HIS CAPACITY as detailer, the assignment officer measures an individual's designator specialty in relation to all other officers within a

particular grade. This enables him to evaluate certain qualifications of an individual as compared to those of his contemporaries.

The detailer generally obtains all the information he needs to know from service record files, fitness reports, officer data cards, and personal preference cards.

From the preference cards, which he receives periodically from all officers under his charge, the detailer usually is able to learn three things: an individual's personal estimate of his own professional capabilities, what the officer believes his career needs are in relation to his particular field of endeavor (such as engineering), and where the individual would like to spend his next tour of sea or shore duty.

All of these factors are tools which the detailer uses when trying to satisfy the career needs and desires of the individual, while the placement officer tries to satisfy the needs of a specific activity.

THE OFFICER PLACEMENT Branch in BuPers is actually where the assignment kickoff gets underway. As a matter of fact, it's more like a

volleyball game between the detailer and placement officer, and it usually takes at least four volleys to make a score.

The delivery comes from the placement officer after he determines two things: which billets will require replacement officers in approximately six months; and what specific officer talents are required to meet the qualifications of the billets being vacated.

He follows through by informing the detailer how many officers are needed, the grade and special qualification requirements, and the month the transfers are expected to occur—volley number one.

Now the detailer reviews the career needs, qualifications and preferences of all officers under his responsibility who will be available for assignment during the specified time frames.

When he completes his screening, he nominates to the placement officer those officers whom he considers most suitable for the specific billets in question. Keep in mind that the detailer's primary responsibility is the career development of the individual officer)—volley number two.

NOW HERE'S THIS

No Brown-Baggers Aboard Archerfish

An insurance agent selling family group plans would go broke on USS Archerfish (AGSS 311). It has an all-bachelor crew.

An oceanographic survey ship, Archerfish was originally a fighting submarine. Now her torpedo tubes have been removed and she is refitted to carry sensitive electronic equipment for hydrographic and oceanographic work. Her mission keeps her at sea for long periods and she seldom visits her home port of Pearl Harbor. Hence the total lack of brown-baggers aboard Archerfish.

She has been staffed with a bachelor crew since 1960, and apparently the crew likes it that way. There is reportedly a waiting list of bachelors who want to join the crew.

Besides the novelty of being in a ship which has nary a single un-single man aboard, Archerfish has more to offer a young Navyman. Like travel. Since trading her torpedoes for scientific gear, she has steamed over 369,000 miles, and visited ports all over the world.

BACK TO THE PLACEMENT DESK—the placement officer checks the qualifications of the officers nominated against the billet requirements of the activities for which he is responsible and either accepts or rejects the nominations—volley number three.

If the proposals are accepted, the recommendations are returned to the detailer who writes up the assignment orders and sends them on the way to the officers awaiting rotation—volley number four, end of game.

Remember that all assignments are based on the needs of the service, the professional development of the officer and the individual's duty preferences—in that order of precedence.

In other words, requirements are not developed for the officers. Officers are developed and assigned to fill requirements. This sounds as though the individual officer has little chance of getting his choice of duty since the needs of the Navy take precedence, but the fact is that individuals receive their duty prefer-

ences about 80 per cent of the time.

However, circumstances do arise occasionally when an officer's request for a specific assignment cannot be authorized. Several factors may contribute to this.

For one, the billet may be already filled. Or perhaps the individual seeking the assignment may lack certain experience or the necessary qualifications required of him in his chosen billet. This is generally the case.

On the other hand, the officer may be needed in another billet which calls for his specific talents.

Then there are those individuals who request billets that are non-existent, such as destroyer duty in Boston, Mass., where no DDs are homeported.

WHEN A PROPOSAL IS REJECTED, because another nomination was more suitable for the job, the detailer studies the officer's career needs and qualifications further and suggests to the placement officer a secondary billet proposal. This proposal is as closely related as possible to the first request.

As may be seen, every effort is made by the BuPers team to ensure that every assignment is compatible with the individual's career pattern.

This career pattern of naval officers is perhaps the most significant, long-range consideration detailers must take into account when selecting someone for an assignment.

Misassignment of an individual could mean a loss of talent to the Navy and could seriously hinder a man's career, especially if he lacks proper experience.

To guard against misassignments, and otherwise to simplify matters for detailers and placement officers, the Bureau employs another of its elements in the four-code system—the Billet Identification Codes.

THE BILLET IDENTIFICATION CODES are used in connection with every officer billet throughout the Navy. Their numbers parallel those of the individual's officer's designator and, like the designator, has four digits.

Say an officer with a designator of 5100 (Civil Engineer Corps) is up for reassignment. Somewhere, either stateside or overseas, or maybe at the South Pole, there's a billet bearing number 5100.

So when an officer's designator is once established, it then denotes the type of billet to which he is most often assigned. This is true primarily of sea duty billets; it may, but does not necessarily always, pertain to shore duty assignments.

Shore duty billets for unrestricted line officers (and sometimes restricted and Staff Corps officers) are filled on the basis of Officer Subspecialty Codes when the need arises.

This facet of the four-code system—officer subspecialty—identifies that area of activity in which an unrestricted line officer is qualified in addition to his specific category as indicated by his designator.

There are cases when restricted line and staff corps officers may carry subspecialty codes but these codes relate directly to their specialties, whereas unrestricted line officers' subspecialty codes represent areas other than that of their specialty, naval warfare.

One subspecialty of an unrestricted line officer, for example, would be Personnel Management, involving planning, research and administration of naval personnel matters.

ALTOGETHER THERE ARE 14 basic subspecialties, some of which have additional sub-areas of specialization. They are: Politico-Military Strategic Planning; Material Support Management; Public Affairs; Personnel Management; Intelligence; Financial Management; Cryptology; Communications; Environmental Science; Computer Systems Management; Operations Analysis; Science; Weapons Engineering; and Ship Engineering.

Along the same line as designator codes, certain billets have been identified with subspecialty code numbers. Therefore, to find the right man for the right job, detailers at-

tempt to align these billet subspecialty codes with comparable, corresponding subspecialty codes carried by qualified officers.

Officers may become qualified for a subspecialty either through experience in the field, special education (such as postgraduate school), or both.

If the detailer sees on an officer's personal preference card that he wishes to attend postgraduate school to advance his proficiency toward a subspecialty, he makes the candidate available to the selection board which determines those officers eligible for the special instruction.

However, the timing should be right in respect to the officer's career pattern so that he may gain the most from the schooling.

Once an officer has acquired a subspecialty, he can anticipate repeated assignments ashore in subspecialty billets corresponding to his qualification.

As a rule, this certainty is well-founded, provided the individual's subspecialty code is followed by the letter "P". This denotes that the officer has gained his subspecialty qualifications through postgraduate instruction.

If the code is followed by the letter "S" it means that he obtained his subspecialty through experience in the field. These letters inform the Bureau, or other interested persons, of an individual's level of qualification within his subspecialty field.

ALSO USED FOR ASSIGNMENT purposes is still another unit of the four-code system. This code, the Naval Officer Billet Code, helps the detailer and placement officer to identify an officer by his experience and qualifications related to his designator. As a general rule, these codes are used primarily for sea duty.

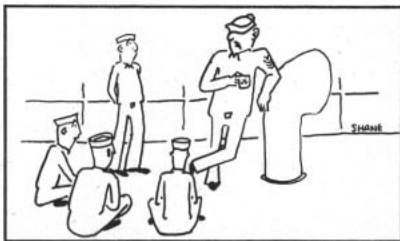
It's nearly impossible to focus on all aspects of the entire officer distribution picture. This article covers only the surface. Complete technical knowledge of the system would require a comprehensive study, fundamentally on the job.

The main thing to remember is the four-code system:

- **Officer Designator Codes**—the four-digit code which identifies the individual with his chosen field of endeavor.

- **Subspecialty Codes**—a series of

All-Navy Cartoon Contest
Michael L. Shane, FTG1, USN



"Once, upon a time . . ."

numbers which denote an officer's secondary qualification, usually applied to shore duty assignments.

• **Naval Officer Billet Codes**—codes used to indicate that an officer has qualified in certain specific areas aside from that of his subspecialty.

• **Billet Identification Codes**—the code which parallels the digits of officer designators, subspecialty codes and naval officer billet codes, thus indicating the type of billet

and the qualifications needed by an officer to fill the billet.

All these codes, in some way or another, have a bearing on an officer's career pattern, which is formed by the help of the detailee and placement officer.

Almost daily the detailers receive telephone calls, letters or visits from officers inquiring as to what billets to ask for in relation to their career patterns.

Most of the inquiries can be answered simply by means of the individual preference card if an officer is careful to ask for billets consistent with his seniority and experience.

In this way, the detailers have a much better chance of satisfying an individual's assignment wishes and, at the same time, finding the right man for the right job.

—Marc Whetstone, JOC, USN.

Who's Who and What's What on the Designator Numbers List

There are 17 Navy Department System Commands and naval activities which act as sponsors for the 69 Regular Navy designators carried by naval officers.

It is the responsibility of these sponsors to inform

Deputy Chief of Naval Operations for Manpower and Naval Reserve

1100	Unrestricted Line Officers (Surface)
6000	(LDO) Deck
6010	(LDO) Operations
6200	(LDO) Administration
6260	(LDO) Bandmaster
7130	(WO) Boatswain
7140	(WO) Operations Technician
7820	(WO) Ship's Clerk
7850	(WO) Bandmaster

Deputy Chief of Naval Operations for Air

1310	Unrestricted Line Officers (Aviator)
1320	Unrestricted Line Officers (Naval Flight Officers)
1380	Unrestricted Line Officers (Aviator—Lighter Than Air)
6600	(LDO) Aviation Operations
6610	(LDO) Aviation Control
7110	(WO) Aviation Operations Technician
7450	(WO) Aviation Control Technician

Director of Naval Intelligence

1350	Air Intelligence Officers
1630	Special Duty Officers—Intelligence
6620	(LDO) Air Intelligence
7620	(WO) Air Intelligence Technician

Commander, Ship Systems Command

1400	Engineering Duty Officers
1450	Engineering Duty Officers (Ordnance)
6300	(LDO) Engineering
6350	(LDO) Hull
6370	(LDO) Electrician
7430	(WO) Machinist
7540	(WO) Electrician
7740	(WO) Ship Repair Technician

Commander, Electronic Systems Command

1400	Electronics
6400	(LDO) Electronics
7660	(WO) Electronics Technician

Commander, Air Systems Command

1510	Weapons Engineering Duty Officer
6700	(LDO) Aviation Ordnance
6800	(LDO) Avionics
6850	(LDO) Aviation Maintenance
7210	(WO) Aviation Ordnance Technician
7410	(WO) Aviation Maintenance Technician

the Chief of Naval Operations and the Bureau of Naval Personnel of the officer requirements within each of their commands.

The list below shows a breakdown of the various designators together with their sponsoring activities.

7600	(WO) Aviation Boatswain
7610	(WO) Aviation Electronics Technician
Commander, Ordnance Systems Command	
1520	(when Ordnance Engineering Duty Officers established)
6150	(LDO) Ordnance
7230	(WO) Surface Ordnance Technician
7240	(WO) Ordnance Control Technician
7330	(WO) Underwater Ordnance Technician
7340	(WO) Mine Warfare Technician
Director, Naval Weather Service	
1530	Meteorologists
6650	(LDO) Meteorology
8210	(WO) Aerographer
Director of Naval Communications	
1610	Special Duty Officers (Cryptology)
6460	(LDO) Cryptology
7640	(WO) Communications Technician
Judge Advocate General	
1620	Special Duty Officers (Law)
Deputy Chief of Naval Operations for	
Fleet Operations and Readiness	
1640	Special Duty Officers (Photography)
6630	(LDO) Photography
8310	(WO) Photographer
Chief of Information	
1650	Special Duty Officers (Public Affairs)
Oceanographer of the Navy	
1670	Special Duty Officers (Hydrography)
Chief, Bureau of Medicine and Surgery	
Medical Corps	
2100	Medical Corps
2200	Dental Corps
2300	Medical Service Corps
2900	Nurse Corps
8170	(WO) Medical Service
8180	(WO) Dental Service
Commander, Supply Systems Command	
3100	Supply Corps
3700	(LDO) Supply Corps
7980	(WO) Supply Clerk
Chief of Chaplains	
4100	Chaplain Corps
Commander, Facilities Engineering Command	
5100	Civil Engineer Corps
5700	(LDO) Civil Engineer Corps
8490	(WO) Civil Engineer Corps

DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism . . ."

★ GILLESPIE, Martin L., Jr., Hospital Corpsman 2nd Class, USN, posthumously, as platoon corpsman, 2nd Platoon, Company D, 1st Battalion, 4th Marines, during Operation Texas in the Republic of Vietnam against communist insurgent guerrilla forces on 21 Mar 1966. While engaged in a search and destroy mission, the 2nd Platoon came under devastating fire from concealed, fortified enemy positions about 75 meters to their front. Observing a Marine wounded as he tried to knock out the enemy emplacements with a rocket launcher, Petty Officer Gillespie dashed across 30 meters of exposed ground, completely disregarding the intense volume of fire. Upon reaching the critically wounded Marine, Petty Officer Gillespie began administering lifesaving aid with calm professionalism. Although the surrounding area was raked continually with enemy fire, Petty Officer Gillespie continued to work, remaining in the exposed position for several minutes until he had stopped the bleeding. Then, as he began to move the wounded Marine to cover, Petty Officer Gillespie was mortally wounded by enemy fire. As a result of his skill and his daring actions, the life of the Marine was saved. Petty Officer Gillespie gallantly gave his life in the service of his country.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BAER, Donald G., Rear Admiral, USN, as Commander U. S. Naval Base, Subic Bay, Philippines, from August 1964 to August 1966, for his part in supporting the entire Seventh Fleet with facilities, money and personnel allowances designed to support only a small part of that Fleet; that is, for transforming the base into an effective Fleet operating base, and for his advancement of Filipino-American relations.

★ BRYAN, Louis A., Rear Admiral, USN, posthumously, from June 1964 to February 1966 as Commander, U. S. Naval Forces Southern Command and Commandant, 15th Naval District, for his part in furthering the mutual security of the United States and Latin America through the Military Assistance Program.

★ CRAWFORD, Earl R., Rear Admiral, USN, as Commander Amphibious Group Two from 5 May 1965 to 18 May 1966, for his work in the successful testing and evaluation of innovations in the areas of command, control and coordination of multi-deck LPH assault landing operations, and communications reliability in normally difficult reception areas.

★ CROUTER, Robert W., Commander USN, as Head, Undersea Warfare Section, Office of Naval Intelligence, from 8 Feb 1964 to 26 Apr 1966, for his work in the implementation of a highly successful undersea warfare intelligence program of extreme sensitivity.

★ FLUCKEY, Eugene B., Rear Admiral, USN, as Commander Submarine Force, U. S. Pacific Fleet, Commander Anti-submarine Warfare Submarine Patrol (CTG 37.0), Commander Submarine Patrol Group (CTG 57.0) and Commander Missile Attack Group (CTG 57.9), from 1 Jun 1964 to 11 Jun 1966, for his work in the implementation of computer programs which have materially assisted submarine planners in improving submarine readiness.

★ HYDE, Robert A., Lieutenant Commander, USN, as Commanding Officer of *uss Caiman* (SS 323) during the fall of 1965, for the success of his ship in accomplishing a mission of great value to the Government of the United States.

★ KALEN, Robert L., Captain, USN, as Executive Assistant and Naval Aide to the Secretary of the Navy, from 22 Jun 1965 to 1 Nov 1966, for his careful direction of staff work on important issues which promoted the decision-making process in the Secretariat and paved the way for acceptance of important Navy positions and concepts in the Office of the Secretary of Defense.

★ LABARRE, Carl A., Captain, SC, USN, as Officer in Charge of the Atlantic Fleet *Polaris* Material Office and Assistant for Material Support to the Tech-

nical Director, Special Projects Office from June 1959 to May 1966, for his contributions to innovations and new concepts which contributed to the highly successful logistic support within the vital Fleet ballistic missile program and to improvements in the project management within the Navy.

★ LOUGHLIN, Charles E., Rear Admiral, USN, as Commander Submarine Flotilla Six from 24 Aug 1964 to 24 Sep 1966, for supervision of the post-construction and post-overhaul predeployment training of a major portion of the Submarine Force, U. S. Atlantic Fleet during a period of unprecedented growth.

★ LYON, Harvey E., Commander, USN, during a period in 1965 while assigned as Commanding Officer, *uss Pollack* (SSN 603), for planning and executing a complex independent submarine operation, the results of which were of the utmost importance to the national defense of the United States.

★ MCCUDDIN, Leo Bob, Captain, USN, as Commander Task Unit 77.4.1 and as Commanding Officer, *uss Ranger* (CVA 61), from 10 Jan 1966 to 7 Jun 1966, for the planning and execution of aerial armed reconnaissance and interdiction air strikes in North Vietnam.

★ REES, Joseph R., Captain, USN, from June 1963 to August 1966 while serving successively as Fighter Design Officer of the Bureau of Naval Weapons; Project Manager, F-111B/*Phoenix*, Office of the Chief of Naval Material; and Deputy Project Manager, F-111B/*Phoenix* Naval Material Command, for his exceptionally significant contributions to the development of the F-111B/*Phoenix* Weapon System.

★ TREADWELL, Archie B., Commander, USN, while serving as Head, Attack Weapons Systems Section, Air Warfare Division, Staff, Commander Operational Test and Evaluation Force, from October 1965 to June 1966, for his help in the development of plans to investigate tactics and equipment to reduce the effectiveness of the enemy anti-aircraft system existing in Southeast Asia.

★ WATKINS, James D., Commander, USN, as Commanding Officer, *uss Snook* (SSN 592) during the spring of 1965, for his work in proving the operational value of a unique equipment system of great value to the U.S. Government.

Gold Star in Lieu of Second Award

★ BLOUIN, Francis J., Rear Admiral, USN, as Director of the Far East Region in the Office of the Assistant Secretary of Defense (International Security Affairs), from October 1963 to July 1966, for developing recommendations on politico-military matters involving the many widely-differing countries of an area in which the U. S. has concurrently been confronted with some of its most crucial and complex problems with respect to both military strategy and foreign policy.

Gold Star in lieu of Second Award

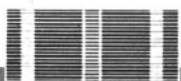
★ JAAP, Joseph A., Rear Admiral, USN, as Commander in Chief Pacific Representative to the Joint Strategic Target Planning Staff and to the Strategic Air Command, from 4 May 1964 to 27 May 1966, for his significant contributions toward the refinement of the national strategic targeting and attack policy and the improvement of operational planning at the JSTPS.

Gold Star in lieu of Second Award

★ OSBORN, James B., Captain, USN, as Prospective Commanding Officer and Commanding Officer of *uss Simon Lake* (AS 33) from 2 Jul 1965 to 15 Jun 1966, for working to develop the ship into a highly effective repair craft and for the development and implementation of the *Polaris* Tender Management Concept, now the accepted management standard for Atlantic Fleet *Polaris* submarine tenders.

Gold Star in lieu of Third Award

★ BOND, George E., Captain, MC, USN, as Senior Medical Investigator during Project Sealab II, from 1 Feb 1965 to 31 Oct 1965, for his contributions to the medical investigations that gave the United States the first definitive information on long endurance operations at depths below 200 feet in the ocean with divers saturated to the pressure of the depth at which they resided.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ COMPTON, Frank R., Lieutenant, USN, posthumously, as pilot of an A4C *Skyhawk* in Attack Squadron 94, embarked in *uss Enterprise* (CVAN 65), during operations against enemy aggressor forces in Vietnam, on 18 Feb 1966. LT Compton planned and led a three-plane strike mission against a strategically located bridge in enemy-held territory. He personally destroyed the 80-foot camouflaged span in the face of

heavy enemy opposition. His expert airmanship, courage and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service.

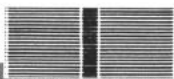


NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ RAMSEY, Fred E., Aviation Electrician's Mate 2nd Class, USN, for rescuing an 11-year-old girl from drowning at Padre Island Beach, Texas, on 5 Jun 1966. Answering a cry for someone to help a child being carried out to sea by a strong undertow, Petty Officer Ramsey began to swim in the indicated direction, battled high waves and strong currents for approximately 50 yards, located the girl beneath the surface of the water, and swam slowly with her toward shore. Another swimmer came to his aid, and together they brought the girl to the beach. Ramsey then began treatment for shock while others began successful mouth-to-mouth resuscitation. Through his prompt and courageous actions in the face of grave personal risk, he was directly responsible for saving the girl's life.

★ SOUTER, Robert T., Seaman, USNR, while serving with the U. S. Naval Support Activity, DaNang, Republic of Vietnam, on 21 May 1966. While handling lines during a shifting of YC barges by the tug YTL 428, Seaman Souter saw a fellow line handler lose his balance and fall into the water between a pontoon causeway and an in-board barge. Noting that the causeway and the barge were rapidly closing in on the struggling victim, Souter plunged into the water, swam to the victim's side and succeeded in towing him to the causeway, where both men were lifted to safety. By his prompt and courageous action in the face of great personal risk, Souter undoubtedly saved a shipmate from being crushed or drowned. His heroic efforts were in keeping with the highest traditions of the naval service.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ARBO, Ervin Adrian, Hospital Corpsman 3rd Class, USN, in connection with operations against Viet Cong forces in the Republic of Vietnam while serving with Headquarters Company, Fifth Marines, on 11 Jul 1966. During the

hours of darkness, Petty Officer Arbo was accompanying a patrol to an ambush position beyond the company perimeter where a Marine required medical assistance. While proceeding to the position, an enemy grenade exploded, seriously wounding Petty Officer Arbo and four members of the patrol. Unable to walk due to his wounds, Arbo ignored his own suffering and crawled to the side of a Marine who had been wounded in the face and was bleeding profusely. He administered treatment which stopped the bleeding, then painfully moved among the other casualties to treat them. Only after ensuring that all others had been cared for did he turn his attention to his own wounds. Arbo's exceptional concern for others despite his own suffering, his professional skill and his dedication to duty were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

★ GLUECKSTEIN, William R., Hospitalman, USN, posthumously, in connection with operations against the Viet Cong forces while serving with Company H, Second Battalion, Fourth Marine Regiment, Third Marine Division, in the vicinity of Tam Ky, Republic of Vietnam, on 13 Dec 1965. When a Marine fell wounded while Glueckstein's platoon was receiving intense enemy sniper and machine gun fire, Glueckstein sprinted across an open paddy and treated the man despite the continuing heavy fire. After the arrival of an evacuation helicopter, he once again made the perilous journey across the paddy, to help the wounded Marine into the aircraft. In risking his life to render assistance to a fellow serviceman, Glueckstein displayed outstanding courage and devotion to duty, reflecting great credit upon himself and the U. S. Naval Service. The Combat Distinguishing Device is authorized.

Gold Star in lieu of Second Award

★ GLUECKSTEIN, William R., Hospitalman, USN, posthumously, in connection with operations against the Viet Cong guerrilla forces while serving with Company H, Second Battalion, Fourth Marine Regiment, Third Marine Division, in the Republic of Vietnam on 28 Jan 1966. When a Marine in the point squad was hit by enemy sniper fire and lay wounded in an exposed area, Glueckstein unhesitatingly dashed through the intense hostile sniper fire to the side of the victim. While administering first aid, Glueckstein was struck by enemy fire. He sacrificed his own life in a valiant attempt to save the life of another. His courageous and inspiring efforts were in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

NAVY NEW YEAR'S LOG

YOU MAY HAVE WONDERED how the midwatch for New Year's Eve is selected. Of course, if you happen to be the junior man on the watch list, you already have a sneaking suspicion it isn't done by drawing lots.

But lack of seniority is not the true criterion for selection of the men who will usher in the New Year.

After all, there's the New Year's deck log to think about. According to a tradition which goes back several decades, the Deck Log for New Year's Eve is written in rhyming verse, and according to a tradition started some years back, it is sent to ALL HANDS for possible publication.

With this in mind, perhaps you can figure out how the senior watch officer decides who will wield a long-glass on New Year's Eve, instead of a long-stemmed one.

Let's say he happens to be on the bridge one day,

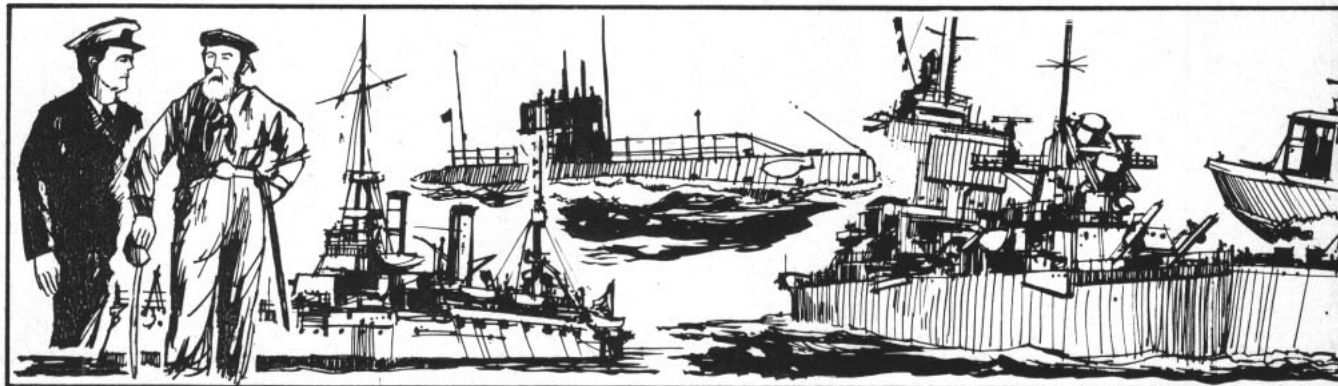
early in December, and he overhears the young officer of the deck give a rather unusual course change.

Instead of "Come right to zero nine zero," he hears "Avast ye lads, here's a riddle; Two O's on the ends, and nine in the middle."

He's got his man.

If you were one of the fortunate ones to have the deck during the first few hours of 1966, you can be right proud to have been in the group. This year's crop of New Year's logs was especially good.

You may note that the first and second place winners happened to be moored in Mediterranean ports, which may or may not indicate that the romantic Latin environment evoked an unusually powerful muse in bards LTJG F. A. Bierig, of *uss Lafayette* (SSBN 615), and Ensigns G. Clarke, A. L. Sneed, and D. E. Gilchrist, of



USS LAFAYETTE (SSBN 616)

If you'll pause awhile to ponder,
You, like us, may start to wonder
Why New Year's logs are often couched in
rhyme.

Making numbers fall in meters
While the crew's out chugging liters
Just ain't the way most like to spend their
time.

Why, take the Lafayette
And tell me how you'd get
A "six-sixteen" enclosed within a verse.
And if "submarine Polaris"
Is needed to declare us,
The situation goes from bad to worse.

But save a little pity
For the man who writes the ditty
On the submarine that's tied up to our right.
Pulaski's hard to spell,
To rhyme it? Truth to tell
It's enough to make you keep awake all
night.

Even AS Thirty-two
(she's known as Holland, too)
Will age her OOD a few more years.
Of our three ships in the nest,
Her name will rhyme the best,
But her quarterdeck will run with blood
and tears.

Though Holland may rhyme easily,
The erstwhile bard pens queasily;
He knows the heights from whence may come
his censures.

For COMSUBRON Sixteen
(he's SOPA on the scene)
Employs that very ship to base his ventures.
Other U. S. ships Atlantic—
Some small, and some gigantic—
Rota Harbor's ringed with sparkling lights
from all.
While we who drew this night's assignment
Would prefer more swinging entertainment,
Still we wish you all a happy New Year's ball.
F. A. Bierig, LTJG, USN

USS JOHN KING (DDG 3)

At Piraeus, Greece, anchored are we
(where the old Greek gods command the sea).
At berth D-7 sits our ship
Halfway through our foreign trip.
Fifteen fathoms of water so fair
Down to the mud of Poseidon's lair.
Our port anchor is out with a link of chain,
Ninety fathoms—to hold the strain.
Without the help of Apollo's warm glow
We take the bearings our place to know.
Three-five-zero degrees stands a breakwater
light
Followed (two-nine-nine) by a light to the
right.

As the goddess Athena looks out on the blue,
She sees the great ships of Task Group 60.2,
And off to her left her eyes will meet
The oiler Severn with fuel for the Fleet.

Around the harbor in various places
Are merchant ships of many races,
And—comrades in arms in war and peace—
Ships of the Royal Navy of Greece.

From his cabin in Boston anchored nearby
Replacing old Zeus on Olympus so high,
Is SOPA, so called, not ruler of men,
Com-Cruiser-Destroyer Flotilla 10.

Like Vulcan's forge alive with sparks
Filling the sky with radiant arcs,
The generators aft supply our light
So we (mere mortals) can see in the night.

In hope that great Ares will not declare war,
We've set condition of readiness four.
And if through our sides water should soak,
We've also set condition Yoke.

To our friends and families, to men of good
cheer

Here's hopes for a successful and Happy
New Year.

G. Clarke, ENS, USN

A. L. Sneed, ENS, USN

D. E. Gilchrist, ENS, USN

uss *John King* (DDG 3), a poetic Navy threesome.

Of course, uss *Rankin* (AKA 103) had the right idea when they assigned the watch to one with a literary-sounding name like Ensign W. R. Lawrence.

To these prize winners, and to the honorable mentions which we are also printing below, we offer our congratulations. It isn't easy to write the New Year's log.

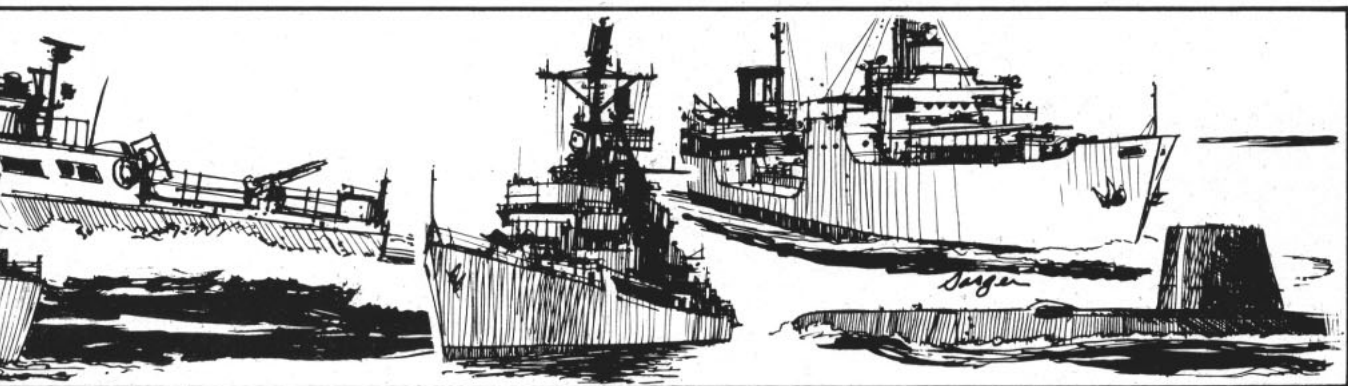
There are rules to be followed. The writer, in addition to having a gift for verse, must also obey Navy Regulations (Art. 1037), which requires him to enter the customary information found in the log on other days.

He must include such details as:

Orders under which the ship is operating and the character of duty in which engaged; state of the sea and

weather; courses and speeds of the ship; bearings and distances of objects detected; position of the ship; errors of compasses; tactical formation of the ships in company; draft; soundings; zone description; particulars of anchoring and mooring; disposition of the engineering plant and changes thereto; fuel and water; tests and inspections regarding ammunition and other dangerous materials; changes in the status of ship's personnel or passengers except for the recording of receipts and transfers of enlisted personnel; damage or accident to the ship, its equipment or cargo; deaths or injury to personnel; meeting and adjourning or recessing of formal boards; and such other matters as may be specified by competent authority.

All this, and verse too? Don't scoff, it can be done. See below. Then, mail in your latest New Year's log.



USS RANKIN (AKA 103)

Cry my stalwart mates, "Aye, Sir, all's well,"
As a weary watch strikes the last eighth bell.
Then gathered together 'gainst the north
wind's wail,
We hear from the foretop an eerie hail,
"Old year, departing."

With glass we strive to pierce the gloom
'Til at last there stands an amorphous loom,
As once again—from yon high murky loft—
A voice is heard midst eight bells soft,
"New Year, arriving."

"Lo, on deck! Bear a hand with your reach,
'Tis long 'fore we'll see a Dutchman's breach.
Thank ye kindly now, let's sit an' yak
O'er a cup o' jamoke that's hot an' black.

"Well, I see you're portside fast with all
doubled line,
To the South Annex Quay that was once
part o' mine.
That must be Vermilion out to starboard I
reckon."

"Aye, Sir," I said as he rose and beckoned.

"Come along, let's stalk through the dark-
ened ship
As quiet she rides at this dismal slip.
Now, for your status I'd be much obliged."
To this, "Cold iron, Sir," I replied.

"We're getting steam and electrical power
Straight from Vermilion at this late midwatch
hour.

Our security watch is making his sounds,
On one of his nightly fire watch rounds."

"I believe by that port you're in modified
Yoke,"

He queried of me. "Affirmative," I spoke.

"Aye, these days you receive from the pier
Unlimited services (other than beer)."

He stood on the fantail and pondered aloud,
Then asked about SOPA with head slightly
bowed.

I mentioned COMSECONDFLEET once, and
once more.

"I know him well—and those leaders before.

"I remember Serapis and Richard, those
ancient hulks,
That lay fast together—two blazing bulks.
Strike never, 'I have just begun to fight!'
As I laid the enemy into my sight.

"They stood and they died in a hail of
langridge

While officers an' men fought on from the
bridge.

'Don't give up the ship! Blow 'er up!' said I,
In a dirge-like tone that's my battlecry.

"Two ships, two brigs, a schooner and sloop

I engaged in battle from my poop.
And through the smoke-filled, tearing hours
'We . . . met the enemy and they are ours.'

"'Damn the torpedoes, full speed ahead,'
An' on through the minefields a brave ship
sped.

The enemy was there an' solidly dug in,
But we fought him out to the cannons' din.

"I heartily shouted, 'You may fire when
ready,'
In a Philippine port and our guns held
steady.

And out o' that cauldron of fire an' flame,
We brought to our flag a newfound fame.

"Son, my fighting past is full of glory
And I've spun you a yarn of its fine story.
Now your ship is involved from stern to
hawse,
Forever to fight in this mighty cause.

"Recall to mind that many are bankin'
With just cause on the ready-now Rankin.
Smart ye must be in every way,
For a time of reckoning will come some day.

"Aye, 'tis past the time that we parted,
'Fore the next watch is also martyred."
Then he swung from chain to ratlin' an'
shroud,
To mast, to crow's nest, into a cloud.

Now who shall I write, in our visitors' log,
Boarded this ship from the hazy fog?
"An apparition you cannot see?"
Inquired my tired watch of me.

Having weighed this question, in mind did I
Slowly answer the challenge with deep-drawn
sigh:

"Privileged we've been for once and last,
To view the spirit of all captains past."

W. R. Lawrence, ENS, USNR

USS ZELLARS (DD 777)

Home this year is the "ZIPPING ZEE,"

Moored at berth one-forty-three

At the Newport Naval Sta,

A cold but happy New Year's day.

A nest of three, all in a row,

Now the order—here we go:

C. P. Cecil, at the pier,

Her Christmas lights are bright and clear.

To starboard good old Norris sits

And on our port side, to the bits

Run springlays to her, fore and aft,

Then from the bullnose to the shaft.

Our standard mooring lines are doubled,

Just in case the weather's troubled.

So, as you see, we're moored up tight.

(And tight we wish we were tonight!)

The pier's supplying steam and power,

Water for that "Navy shower,"

Salt water for both fire and head;

Our engineering plant is dead.

Various ships, Atlantic Fleet,

Yard and district craft, all greet

This 1 Jan somewhat sleepily

(Choice of coffee, milk or tea).

Yosemite carries every day

COMCRUDESANT—S.O-P-A.

The ships, their crews, men like me

(Cussing some at poetry)

Join in chorus loud and clear

From us to you, have a Happy New Year!

James G. Gillivan, LTJG, USNR

NAS, BRUNSWICK, MAINE

'Tis midnight in Brunswick, and the watch is
set,

To welcome a new year, the best one yet.

We're moored all sides to the Pine Tree State

The living is fine, and the duty is great.

The boilers are humming, the steam is real
hot,

Though the weather is gloomy, our outlook
is not.

Nested alongside is Com Fleet Air Wing
Three

With squadrons ready to launch if need be.

Yoke isn't set since we're not in the drink
(There is really no danger the station might
sink).

Our mooring lines out are different we'll
grant,

As they go to FAirQuonset, COMONE and
AIRLANT.

The runway is clear, braking action is fine;
The traffic is using the lefthand one nine.

GCA is ready for what needs to be done;

They're looking for traffic and the New
Year's first run.

For lights we've got runway, VASI and
Strobes in a group

To help guide our pilots down through the
soup.

In the Tower and Approach Control we've
got the first team

And they're keeping all aircraft right on the
beam.

Our maintenance crew stands by in the shops,
And the condition of all aircraft is really the
tops.

The line crew stands by to get its job done,
In know-how and service they're second to
none.

The Red Trucks are manned and ready to roll
If, for some reason, should the fire bell toll.
In Electronics, technicians stand by to repair
Any equipment or Nav aids that go off the air.

Meteorology's busy, things really hum,
To keep us advised of the weather to come.
The photo lab's ready with cameras and
crews

To shoot needed pictures and cover the news.

The skipper on board is Captain D. C. Rains
And he's plotting our course toward higher
domains.

The course we have set is straight ahead
Toward peace in the world and freedom from
dread.

The future we face with determination
As part of the team from the world's greatest
nation.

We dedicate both our thoughts and our deeds

To meet the demands of our country's needs.

As the old year goes and the new one is here,
We extend to all, both far and near,
Health, good fortune, peace and good cheer
And a hearty wish for a Happy New Year.

Gordon R. Brauer, LT, USN

USS ALDEBARAN (AF 10)

Listen, me hearties, and you shall hear

Of how we start this brand-new year.

'Tis moored we are on this fine day

At U. S. NavSta, Norfolk, VA.

With mooring lines doubled, and wires out
too,

Next to Hyades, at berth thirty-two.

Boiler one brings heat, Three generator light,
To keep us alive in the chill of the night.

Miscellaneous services come from the pier,

Telephone, water, and others I hear.

Of the ships that are present, some packets
quite neat,

Assorted yard craft, and our own Lant Fleet.

SOPA is ComASWForLant, so I have been
told,

VADM C. E. Weakley, a gentleman bold.

Whilst the rest of our crew in town do cavort
We of the duty section hold down the fort.

Now the hours have passed, my relief has
appeared,

I bid you goodnight, and a Happy New Year.

Lawrence G. Collins, QM1, USN

USS THOMAS J. GARY (DER 326)

We sail all alone on this great southern sea;
The Isle of Campbell lies just in our lee.

One short day ahead is our cold ocean
station;

(To turn back to Dunedin is still a tempta-
tion).

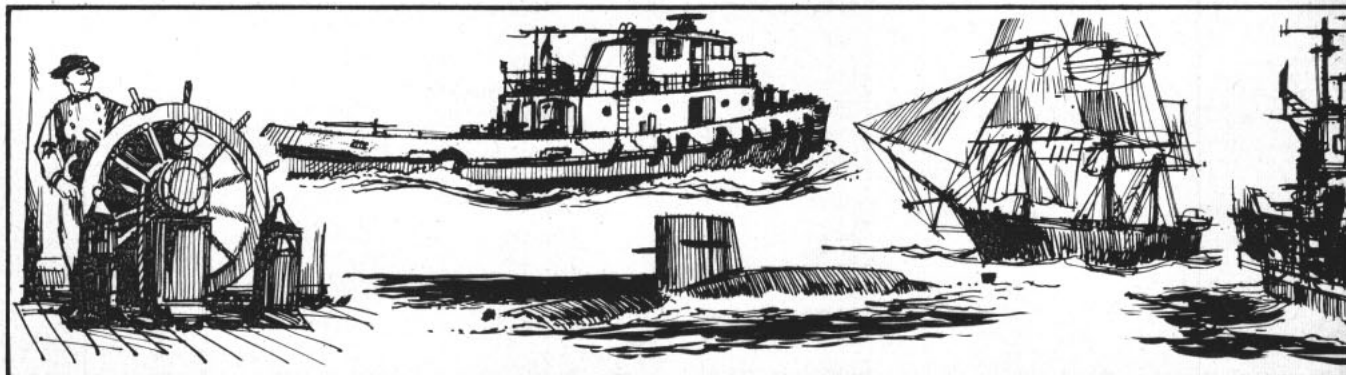
Our course Two Two Zero, our speed is
eighteen,

And only a half-moon to brighten the scene.

Our boss, ComNavSuppFor, Bakutis by name,
Is now back in Christchurch (from McMurdo
he came).

All hands have turned in, a night's rest to get
After making quite certain that Yoke has
been set.

The condition is four and the night is quite
dark;



From a frostbitten lookout comes anxiously,
 "Hark,"
 And out of the night a weird sight greets our
 eyes,
 A miniature penguin on a berg half our size.
 'Tis a tiny young bird that has met with our
 gaze
 As the prow of the Gary knifes through the
 haze,
 And we hear it exclaim in a voice very plain,
 "Happy New Year to all, may you pass by
 again."

Wesley F. Patience, LTJG, USN

USS FECHTELER (DD 870)

Fechtel is moored on this New Year's Day,
 Standard lines doubled in old Subic Bay.
 We're portside to Piedmont, (AD Seventeen),
 She's giving us water, electrons, and steam.
 And outboard to starboard is our holiday
 mate,
 The Harry E. Hubbard (DD Seven Four Eight).

Our berth is a bulkhead, Cubi by name,
 Of bothersome, wearisome, limited fame.
 It's far from the buses, the jeepneys, and
 cars,
 The cause of our calluses covered with
 scars.
 The jeepneys won't come here, they say
 it's too far;
 The cabbies don't like it, their cabs to mar.
 So we walk or we wait as the hour grows
 late,
 And the music blares on at that distant
 main gate.

Yet we're here nonetheless, with condition
 Yoke set,
 All hatches are dogged to keep out the wet,
 And condition of readiness IV is maintained
 As precaution against a quick call to the
 Main.

The ships that are present are really quite
 few,
 Some units of PacFleet and a yardcraft or
 two.
 SOPA's a man with an unlikely name,
 He's ComPhibForSeventhFt, that's his claim
 to fame.
 In Eldorado, his staff and he ride,
 With AGC Eleven painted bright on her
 side.

The weather is cool, with the absence of
 clouds,
 And the wind whispers gently and pulls at
 the shrouds.
 It's a dull New Year's Eve for my section
 and me
 But we'll sing "Auld Lang Syne" and drink
 our hot tea.

Out in Olangapo, bright lights are burn-
 ing,
 The money flows freely, and dust is a-
 churning.
 Beyond the gate, its "whoop-whoopee-and-
 wheel!"

It's great to be steaming and I don't mean
 at sea!
 It's drink to the bottom and chug-a-lug-lug,
 Come closer, young ladies, and give us a
 hug!
 The city's aglow with song and good cheer
 And people enjoying the end of the year.

But what's been said before I'll say again
 now:
 It's a dull New Year's Eve for guarding the
 brow.
 It's a lonely New Year for my section and me,
 Yet we'll sing "Auld Lang Syne" and finish
 our tea.

Glen E. Johnston, LTJG, USNR

NAVHOSP KEY WEST, FLA.

With a glance at the clock I do perceive
 That it's 2400 on New Year's Eve,
 The beginning, now, of another year
 At the Naval Hospital in Key West, here.
 Schefstad's listed as CDO,
 A reassuring thing to know.
 Ferris is the OOD,
 Working now in Emergency,
 With Termin assisting throughout the night
 On this watch which continues till morn-
 ing's light.
 Ferris is doubling with medical call,
 The potential's there to require his all;
 Beaudry, too, is on call this night
 With the surgical watch which is quite all
 right.
 Ronald Cudek's the anesthesia giver
 While Jackson Thomas is on board to
 deliver.
 The admin watch which is so essential
 Isn't listed 'cause it's inconsequential;
 Chief Champion is the Chief of the Day,

Matthews, as mate, works under his sway.
 The tide's running smooth, the seawall's
 intact,
 The palm fronds are swaying, as a matter
 of fact.
 Everything's quiet, in brief, all's secure,
 A routine watch, to be sure.
 And now we list the census data,
 At best a purely routine matter:
 Patients remaining from the previous day....95
 Patients admitted, so the records say..... 4
 Patients discharged to duty or home..... 8
 Patients remaining as I enter this poem..91
 The sky is clear, the stars are bright
 On this beautiful balmy New Year's night.
 With every good wish in the year '66
 Respectfully my signature I hereto affix.

H. P. Miller, LCDR, MSC, USN

USS COWELL (DD 547)

The New Year's arrived,
 Cold and clear,
 And we're tied up starboard side to the pier.

One is the number,
 The berth's twenty-eight,
 At Hunters Point Shipyard, by the Golden
 Gate.

Six nylon lines doubled
 For a standard moor,
 And the ship's in condition of readiness four.

The material condition
 Called Yoke is set,
 To exclude the cold and keep out the wet.

John M. Taylor,
 Rear Admiral, he,

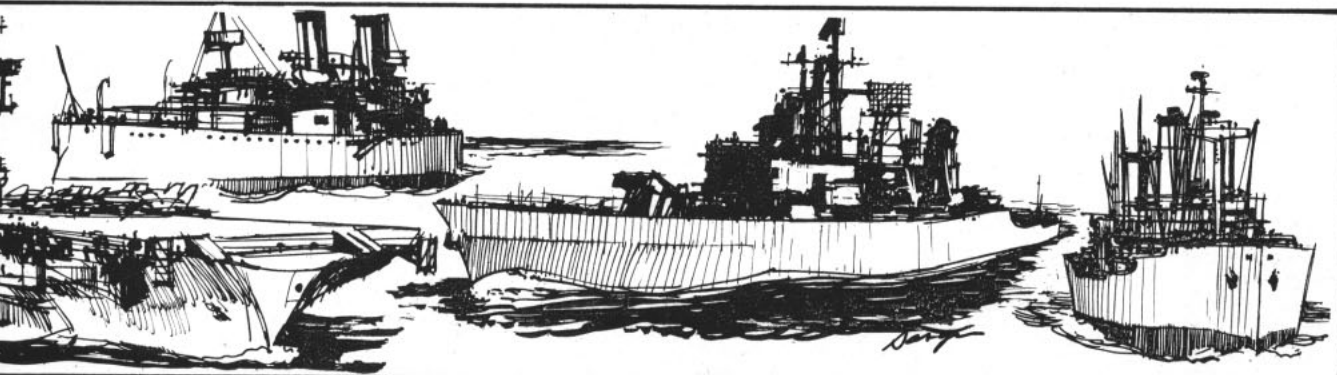
Is SOPA—Commander, Frontier, Western Sea.
 NavSta Treasure Island
 In 'Frisco Bay

Is where SOPA's located this New Year's Day.
 There are various yard
 And district craft too,
 Here to ring out the old year and bring in
 the new.

Submitted by
 Commanding Officer, USS Cowell

USS ENERGY (MSO 436)

As we ring out the old and ring in the new
 We're at NavSta's Pier Nine, Starboard side
 to.



Inboard is Advance and outboard the Pluck,
We're hoping the New Year will bring us
good luck.

All lines doubled and services from the pier,
Long Beach is our home, we're real glad to
be here.

For much o' the past year we were away
In the Western Pacific, earning our pay.

There are other craft present, both small and
large,
From PacFleet's carriers to the admiral's
barge,
Foreign, merchant, district and yard;
No peaceful ship from this port is barred.

Senior Officer Present is COMINPAC,
We wish all of his command were back from
WestPac,
But tension in Asia and enemy action
Require of his ships a certain fraction.

Yoke modified is set, the ship's in good shape,
The crew is asleep for the hour is late.
We're expecting a lot from this brand-new
year;
Perhaps there'll be peace, now that '66 is
here.

E. S. Schweizer, LTJG, USNR

USS RICHARD E. KRAUS (DD 849)

We're in Newport, Rhode Island, berth 263,
With the main plant disabled, not ready for
sea.

Three other warships make up this nest
Alongside pier two for a well-deserved rest.
Warrington is starboard, to port is Garcia;
Yosemite's pierside with district craft near.
Various units of U. S. LantFleet
Are here in the harbor to find a retreat.
Miscellaneous services come from the pier,
No storm warnings flying, the weather is
clear.

With our standard mooring lines doubled
tonight
And lines to the pier that we hope won't
come tight,

Material condition Yoke has been set
And condition of readiness three also met.
COMCRUDESANT is SOPA on AD one-nine
While throughout the harbor Christmas
lights shine.

Our hope is quite brief in this quiet NavBase;
May this year bring peace to the whole
human race.

Daniel Knight, LT, USN

USS TAWASA (ATF 92)

Attached to Commander Service Group One,
Our tasks for the new year have just begun.
Though small in size, we will do any chore,
The Fleet tug of the Navy has written much
lore.

Midst the large combatants and rest of the
Fleet,
Comes a particular one—Tawasa—to greet.
Her commitments are many, diversified;
Her orders are changed more oft' than the
tide.

From deep-sea diving to towing or hauling,
Tawasa will always answer the calling.
But rest assured if our help is your need,
Tawasa is ready, and willing, indeed!

From Panama to the Tonkin Gulf,
One would think that would be enough,
But to the Arctic and Aleutian chain—
We're glad to be back in Diego again.

Moored south of Pier 8 and alongside the
quay,
At U.S. NavSta, San Diego Bay.
We are snug in our berth with mooring lines
doubled,
For changes of weather we seldom are
troubled.

Moored to our port side with platonic affec-
tion,
Lies the USS Munsee, our sister of action.

Steaming many long hours, we thought it
best
To call for pier service and put engines to
rest.
To make the ship safe for the night is
tradition,
The watch has set Yoke, readiness five the
condition.

Our night lights turned on and (one notes
with delight)
All ships in the harbor are glimmering bright.
Ships present include naval vessels with
missions,
Plus commercial and pleasure craft of all
descriptions.

SOPA is bossed by a seaman of renown,
Medal of Honor man ("Red") will not let us
down.
With the passing of old, may the arrival of
new
Bring happiness and joy to each one of you.

Submitted by
Commanding Officer, USS Tawasa

USS WASP (CVS 18)

The Wasp has returned to her Boston berth
From recovering the men who circled the
earth.

Moored at South Annex, starboard to;
Standard lines have been checked and
Dutch bollards too.

Yoke has been set and I find that we strive
To maintain a posture of readiness five.
Through cables and hoses all services flow
And allow us to have cold iron below.

The crew is on leave and gone ashore
As did the Admiral ComCarDiv One-Four.
Nantahala is in, resting starboard free;
Captain Mayo commanding has authority.

Ships of the Fleet are across the bay
With district craft, in the yard they stay.
The Compton is here, a DD of renown,
And the Passumpsic close by, but her pennant
is down.

The year is gone, and quickly it sped
But a new one is here with renewed hope
ahead.

So I've called the watch 'neath the stars so
clear

To join in best wishes for a peaceful New
Year.

But before we prepare to turn over the deck
And descend to our bunks, a few winks to
collect,
We think of our shipmates still on the seas;
Lord, give them fair winds this year, please.

J. J. Hull, LTJG, USN

USS NAVASOTA (AO 106)

Off West Kellet Bank the port anchor's fast,
The midwatch is set; the stoppers are passed.
Ten fathoms of water and fifty of chain,
The liberty party is feeling no pain,
In the British Crown Colony, Hong Kong.

Kau I Chau Island bears true, 253
And at 051, give or take a degree,
Lies Stone Cutter's Island barely in sight,
Then at 125 there's Green Island light,
In the western harbor, Hong Kong.

There are two ships of Her Majesty's Fleet
Moored at the foot of Arsenal Street
Plus the Shelton and Firedrake with us this
date.

CO Navasota, Captain Ben Tate,
Is SOPA here in Hong Kong.

R. M. Farrell, LTJG, USN

USS CROMWELL (DE 1014)

'Tis on a New Year's midnight clear,
While moored beside the second pier
At the Newport Naval Base,
With six lines doubled, just in case,
That I sit with deep dejection
In a state of great perplexion,
Attempting the yearly rhyming chore.

In the 25 nest our berth is two,
Of six ships only our nose is blue.
The overcast sky is not the best,
A 12-knot wind is from the southwest.
While this is no danger to our craft
We still have storm lines fore and aft,
Lest the wind increase any more.

This whole nest is decked out smartly,
Old-timers Lester, Dealey and Hartley.
Newly arrived with South American stories
Are John Willis and Van Voorhis.
Our boiler cool while we're here,
We're receiving all services from the pier.
Yoke is set as is readiness condition four.

My log is now near complete
With but one requirement to meet.
Rhyme something with SOPA, I really can't
So I'll just say he's COMCRUDESANT.
In trepidation I'll remain
'Til I do this chore again,
Hopefully . . . nevermore!

M. O. Tackney, LTJG, USN

(Note: Please forward your latest New Year's
logs now to Editor, ALL HANDS, 1809 Arling-
ton Annex, Washington, D. C. 20370.)

LETTERS TO THE EDITOR

School for Boatswain's Mates

SIR: Since I have been in the Navy, I have wondered why it doesn't establish an A school for the boatswain's mate rating. It seems there is no way of learning a boatswain's mate's duties except by reading a book.

A school could teach a man how to replenish at sea, the correct way to handle cargo without endangering lives, how to splice wire rope and the thousand other things a boatswain's mate must know.—R. L. V., SN, USN.

• Your idea shows a great deal of thought on your part but, without intending to do so, you're selling the rating short. A boatswain's mate not only receives his education as a result of reading books, but he also acquires it through experience provided by on-the-job training.

Boatswain's mates have swung a lot of weight in the U. S. Navy throughout its history and they still carry a lot of authority. They deserve it because, when they talk about seamanship, it's a safe bet that they know what they are talking about. They have acquired that knowledge—not through books or schools—but by experience.

Experience and maturity, in fact, are the hallmark of a good boatswain's mate and no amount of schooling will give these qualities to him. For that reason, the Navy, although it has considered an A school, sticks to on-the-job training for its boatswain's mates. It believes that is the only way to provide them with the experience and the maturity the rating requires.—Ed.

Specialty Pay

SIR: My ship has a billet for one first class electronics technician. As a result of recent transfers and advancements three ET1s, including myself, are presently serving aboard.

We have specialty pay problems.

Our personnel office has ruled that only the electronics technician filling the first class billet is eligible for the specialty pay. The remaining two ET1s are filling second class billets and consequently (according to the local interpretation) are not eligible for specialty pay.

We believe this is a misinterpretation of the instruction. Is it?—L. J. P., ET1, USN and D. V. C., ET1, USN.

• A career electronics technician petty officer is eligible for specialty pay if he is filling an authorized billet, regardless of the rate the billet calls for.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

An ET1 serving in an ET2 billet, for example, could qualify for specialty pay. However, to receive it he must have the recommendation of his commanding officer.—Ed.

ASW Operator

SIR: I have heard recently that the Navy is coming out with an aircrewman rating, in place of the specialty now tacked onto primary ratings. Is there any truth to it?—L. R. T., ADR2 (AC), USN.

• Over-all, no. In the ASW field, some. A new rating, AW (for ASW operator) is being considered. It is still in the planning stage, and studies are being conducted by OpNav.

It is anticipated that the rating will have three service ratings extending through pay grade E-5 or E-6, and combining at the next level as a general rating through E-9.

The AW's job is expected to include organizational maintenance of ASW sensor equipment, as well as in-flight operator duties. The personnel source for the rating will be designated ASW aircrewman, at least during the initial stages.—Ed.

We Warrant You'll Hear More

SIR: Who was the youngest man to make warrant in recent naval history? I was recently selected and would like to know how I stand.

When I am promoted I will be 26 years and nine months old and will have less than nine years of service.—J. S. Turner, ABF1, USN.

• We can't answer your question directly, so the next best solution is to let the Fleet have its say.

Regardless of the outcome, you should be quite pleased with your accomplishment. An appointment to warrant after such a short time in service is no small achievement.—Ed.

Shipping Over

SIR: I enlisted in the Navy in 1959 and remained on active duty for four years. After I was released I remained a civilian for one and one-half years and then, in January 1965, reenlisted for two years. Soon after I agreed to extend my enlistment for 12 more months to incur the obligated service for my present new construction assignment.

I now plan to ship over. Am I eligible for the Variable Reenlistment Bonus, STAR program or Reenlistment Incentive program?—M. G. B., RM2, USN.

• You are not eligible for STAR or the Reenlistment Incentive program, but if you'll settle for cash instead you're sitting pretty. According to your letter you are eligible for VRB.

STAR and Reenlistment Incentive eligibility exists only on a first reenlistment. Your two-year enlistment is officially a reenlistment, even though you did not receive a bonus. Consequently, you may no longer take advantage of either program.

VRB, on the other hand, is given for the first reenlistment for which you are eligible for a bonus. Your next reenlistment will net you your first bonus, so VRB applies—providing you complete 21 months' continuous active duty on your present enlistment and also providing you reenlist for a sufficient period to fulfill the total service requirement (served time plus obligated time) of 69 months.—Ed.

Boats Did Indeed Carry Boats

SIR: I am writing in the hope that you can clear up a four-year-old discussion I'm having with a fellow World War II Navyman. I was on active duty from 1941 to 1946, and I claim that some submarines carried a small boat.

During the war, my ship escorted the submarine USS *Narwhal* (SS 167), which at that time carried the Carlson Raiders. For about two weeks she made practice landings on several of the Hawaiian Islands. The Raiders used rubber rafts, but I remember that *Narwhal* carried its own boat.

When I told my former Navyman friend about this, he said it was an impossibility for a sub to carry a boat.

Then, when I state that many Japanese submarines carried airplanes, he doesn't believe that, either.

I have checked with various Navy publications, but I have been unable to find any proof to back me up. I have



SAN FRANCISCO SKYLINE provides beautiful backdrop for carrier USS Hancock (CVA 19) on return from Vietnam.

talked to many sailors that had duty on submarines that had a small boat, but this is not proof enough for my friend.

He also claims he was on an LSD during the war that had a ship's company of about 130 men. He says they had only one officer, the captain, and that he, a shipfitter first class, was second in command to the CO. Surely this is not true.

Can you back me up?—R. L. S., BMCS, USNR.

• It looks as though you'll have the last laugh after all.

After considerable research into the subject, the Division of Naval History assures us that USS Narwhal (SS 167) did indeed carry boats. In the War Diary of Narwhal's fourth war patrol, there appears the statement: "Two sections of the new steel deck grating over the starboard whaleboat were carried adrift by seas and lost."

All fleet submarines carried boats up

to World War II. A pressure-proof cover over the boat's engine prevented it from flooding (usually).

The Division verifies your other statements, also. Some Japanese submarines did carry aircraft, and the wartime complement of an LSD was 15 to 20 officers and 280 to 305 enlisted men.—Ed.

TAR Constructive Time

SIR: After carefully studying the constructive time rulings contained in Article C-10317 of BuPers Manual, I have drawn this conclusion:

TAR (stationkeeper) personnel cannot be credited with constructive time even though they elect to reenlist within three months of their normal discharge date.

Right or wrong? What's the straight skinny?—J. F. K., PN2, USNR-R (TAR).

• Before April 1966 you would have been correct. However, since then a policy change—BuPers Inst. 1130.41—

has affected the TAR's eligibility in this matter.

This new Instruction authorizes TARs to be credited with constructive time provided they sign a 48-month Active Duty Agreement. When this agreement has been executed, a TAR may be discharged three months early and immediately reenlisted under the provisions of Article C-10317 of the "BuPers Manual."

TARs cannot be credited with constructive time if they fail to obligate themselves for less than the 48 months required in the Active Duty Agreement.—Ed.

AUTEC Truly Dedicated

SIR: In the September issue of ALL HANDS, you carried an article which stated that construction of the Atlantic Undersea Test and Evaluation Center began in April.

The center was dedicated in April. We thought you might be interested in correcting this.—Traynor Ferillo.

• We are. AUTEC was indeed dedicated in April—the 14th to be specific. It provides the Navy with an underwater lab for oceanographic research and testing of antisubmarine weaponry.—Ed.

Vietnam Wives Club

SIR: The USO of the Providence-Narragansett Bay Area sponsors a Vietnam Wives Club for military dependents planning to make the Rhode Island area their temporary residence while their husbands are serving in Vietnam.

Members make every effort to telephone personally and visit these newcomers to the club after initial contact has been made with the USO office. All branches of the service are now represented in a group of about 30 women.

For further information, interested

HAND SALUTE—Vice Admiral F. A. Ashworth, ComSixthFlt, delivers salute at an Istanbul memorial after honoring Turkish WW II dead in ceremony.



dependents may write or telephone (421-3228) upon arrival in the Rhode Island area to USO Area Office, 141 Fountain Street, Providence, R. I., 02903.—Ann Flynn, Executive Director.

• *Thank you. The idea of Vietnam Wives Clubs sounds like a good one. We suggest that you pass this information on also to the Navy Family Services Center in your area.*—Ed.

TAR Warrant Officer Appointments

SIR: Since there is no path toward warrant officer promotion for USNR-R (TAR) individuals, why doesn't the Navy initiate one?

If such a program were launched, TAR selectees might be required to transfer into the Regular Navy as a condition of acceptance.

I feel that there are some very well qualified TARs who would be well placed in the warrant officer ranks if given the opportunity.—L. C. L., AE1, USNR-R (TAR).

• *Your suggestion was forwarded to the Bureau's In-Service Procurement Section for comment. They inform us that at present there is no program whereby TAR enlisted personnel may be considered for appointment to warrant in the Regular Navy.*

However, such a program is under study and, if established, ALL HANDS will report on it in full.—Ed.

Trailer Damage

SIR: While en route from my old duty station to my present command, the Navy-appointed carrier responsible for my mobile home sideswiped a curb with consequent damage to the trailer.

When I accepted the trailer the driver assured me the damage would be

VA Home Loans

SIR: When I retire (in a few months) I am planning tentatively to make my home in Europe. If I buy a house there, could I use the home loan provisions of Public Law 89-358 (the G. I. Bill) for a direct government loan?—R. A. J., YNC, USN.

• *No. The home loan provisions of the bill pertain only to the U. S., its territories and its possessions. It may not be used either in foreign countries or in U. S. trusts or protectorates. Trusts include the Marshalls, Marianas and the Carolines. Protectorates include the Canton and Enderbury Islands, the Canal Zone, Guam, the Virgin Islands, Wake and Midway Islands and American Samoa.*

For further specifics on the provisions of the new G. I. Bill, contact your local VA or write: Veteran Benefits Office, 2033 M St., N.W., Washington, D. C. 20421. If you're in the Washington area, the VA phone number is DU 9-2764 or DU 9-2422.—Ed.

"taken care of" by his company and that someone would be out to make repairs.

Later, the company informed me I would have to obtain an estimate and submit a claim to them.

Considering the statement made by the driver, I feel the moving company should be the party to have an estimate made and fight through the red tape. Am I correct?—B. M., TD1, USNR.

• *You have a good moral point, perhaps, but from the legal angle you are most certainly not correct.*

You'll find the official word in a declaration issued by the Mobile Housing Carriers Conference: "All claims for loss or damage shall be submitted to the carrier's home office in writing, citing the Government bill of lading number, and in support of claim, furnish evidence of replacement cost of lost articles and/or repair costs of damaged articles prior to replacement or repair."

In short, you must handle the paperwork yourself—the "guarantee" of the driver notwithstanding. Assurances of that nature are useless unless they are in writing.—Ed.

Ratings Open to Foreign Nationals

SIR: I understand certain ratings are closed to foreign nationals. Can you tell me where I can find the list of those specialties which are open to foreigners?—J. D. F., QM2, USN.

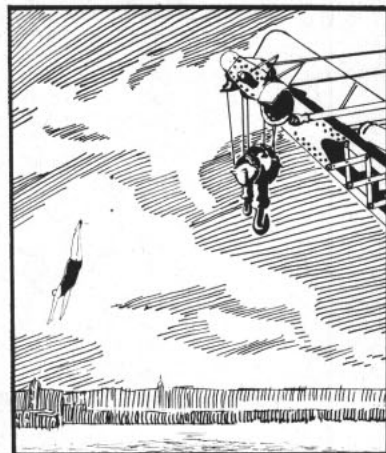
• *Navymen in certain ratings, because of the nature of the skills involved, are often required to hold security clearances. Foreign nationals (with the exception of immigrant aliens) are not eligible for security clearances and consequently may not be advanced to such ratings.*

The skills for which foreign nationals may qualify are listed in "Advancement in Rating of Personnel on Active Duty" (BuPers Inst. P1430.7D), page 11.

The ratings for which foreign nationals may qualify are: AB, AD, AK, AM, BM, BR, BT, BU, CE, CM, CS, DK, DT, EA, EM, EN, EO, HM, ML, MM, MR, MU, PM, PR, SD, SF, SH, SK, SW, UT and PN.—Ed.

READY TO REMEMBER—Bow hook on Navy boat prepares to unload passengers for look at USS Arizona memorial.





NAVY HIGH DIVER—The late J. W. Zimmerman made 100-ft dive (far right) in 1919, was given trophy by shipmates.

High Diver

SIR: My late husband, J. W. Zimmerman, once made a dive of 100 feet from the crane of the battleship *uss Mississippi* (BB 41). The event took place in San Francisco, Calif., on 9 Sep 1919. He was a 19-year-old seaman first class at the time.

His dive was regarded as a record at that time and was cited in a national magazine. I still have the loving cup with the inscription and picture of the high dive engraved on it which was given to him by his shipmates.

I am anxious to find out if the dive is still a record.—Mrs. Mae C. Zimmerman.

• So far as we know, your late husband's high dive was a record and possibly the only one of its kind.

The Navy Department does not officially sponsor high diving as a sport, except for the one- and three-meter competition in swimming tournaments, due to the inherent dangers involved to participants. And, due to the lack of

official sponsorship, there are no official records concerning high diving feats by Nacymen.

It is of interest to note that your late husband made his dive in the same year that *Mississippi* was awarded the first Iron Man Trophy for general excellence in athletics among the capital ships of the Pacific Fleet. The ship held the trophy for four years before losing it to *uss California* (BB 44) in 1924.

Perhaps veterans of battleship *Navy days* may have something to add. We are sure that the Navy would frown on any attempts to duplicate such a dive today.

So far as high diving is concerned, we are aware of at least two places where people have outdone the 100-foot mark. One is from the Brooklyn Bridge, which Steve Brodie is reputed to have used as a springboard to the water 135 feet below sometime near the turn of the century.

A popular tourist attraction there is the daily diving of young Acapulquenos from the 118-foot cliffs of *La Quebrada* (literally translated, a break in the rocks) into the sea below. Their dives are made as huge waves come into the channel, and are timed so that the divers hit the water on the crest of a wave; the water is normally only 12 feet deep, so the waves provide a sort of safety cushion. The *clavidistas* immediate surface, to avoid being dashed against underwater rocks by the swiftly moving currents.

The record books also tell of a young lady named Cornelia Van Ireland who, in September 1941, dived off the Golden Gate Bridge into San Francisco Bay, a distance of 238 feet. Her estimated speed when she hit the water was over 70 miles per hour. This is probably the highest anyone has ever dived without fatal results.

That's all we can tell you. We're sure that unofficial sports historians in the Fleet will tell us if there was another Navy high diver before or since who outdid your husband's feat.—Ed.

Moalemen Sharp Operators

SIR: We would like to call your attention to the picture on page 14 of your July 1966 issue. Not being a radio-man, you probably didn't notice the obvious error which the RMs of *uss Moale* (DD 693) spotted at first glance.

Either the equipment in the picture is not operating properly, they have a field change entered that we do not have, or the operator in the picture doesn't know how to use the AN/SRR series communications receiver, because he has his in the "standby" position.—OC Div., *USS Moale* (DD 693).

• Which proves that Moalemen have sharp eyes and certainly know their equipment.

The photo showed the second toggle switch of the AN/SSR-11A down on the standby position instead of the "operate" position.—Ed.

EYES HAVE IT—Vietnamese junk under tow by Navy Swift Boat has eye on bow to ward off danger. Boat will be shipped to U.S. for junk training.



We Flipped Over Alvin

SIR: I would like to point out that I have found a mistake in your magazine. I refer to the picture of *Alvin* on page 52 of the September 1966 issue. The picture was put in backwards; all the letters and numbers are in reverse.

I must admit, however, that both in the past, the present, and assuredly in the future, your staff has given both the fleet and us landlubbers the best coverage of any and all stories possible.—D. E. Harms, RD3, USN.

• Thank you for reopening the wound. The error was noticed when the first copies of the issue arrived; by then, of course, it was too late to do anything about it.

However, we have found that *Alvin* looks just as good from the wrong side. And the do-it-yourselfers in the Fleet can right the situation with the help of a small hand mirror.—Ed.

80 Miles Is Far Enough

SIR: I have received orders from NAS New Orleans, La. to Construction Battalion Center, Gulfport, Miss. The distance is 80 miles.

According to Article C-5317 of the *BuPers Manual*, men who travel by privately owned vehicle rate travel time based on one day for each 300 miles plus an additional day for any remaining distance of more than 150 miles.

Is 80 miles enough to entitle me to a day's travel time?—W. H. H., PN1, USN.

• Yes. The "Manual" is quite specific on this point: "One day's travel time will be allowed when the official distance between the old and new duty stations is less than 450 miles, if travel is via privately owned vehicle."—Ed.



SALTY DETECTIVE—ASW carrier *USS Randolph* (CVS 15) cruises in search of submarines during antisubmarine warfare exercises in North Atlantic waters.

A Ship Can Issue ID Cards

SIR: Is my ship (an AR), authorized to issue dependents' ID cards? BuPers Inst 1750.5C, the pertinent directive, does not, in my opinion, give a clear answer to this question.—J. E. R., PN2, USN.

• Under normal circumstances, your ship can issue ID cards to dependents.

It is understood, of course, that whoever issues the card must be able to verify the dependents' eligibility from the sponsor's service record.

If your ship's office keeps the crew's service records (most do), and you are equipped with the cards, laminating material and other necessary mechanical gadgets, you're in business—Ed.

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TAFFRAIL TALK

WHEN AN OFFICER graduates from the Naval Justice School at Newport, R. I., he is given a certificate. And his wife is given a certificate, too, which states that she has attained a certain stature among her peers.

So it was when the 127th class graduated from the school. On the day before the graduation, the "Justice School Widows" were given the following citations:

"This certifies that Mrs. _____, while attached to and serving as the neglected wife of an officer student at the Justice School, having then and there served with devotion, solicitude and compassion above and beyond the call of duty, and having exhibited great physical, mental and emotional stamina in surviving endless and incomprehensible discourses on the *Manual for the Courts-Martial*, the *Uniform Code of Military Justice*, and the *Decisions of the Court of Military Appeals*, is hereby awarded this certificate with gold clasp, together with all the rights, privileges and immunities there unto and appertaining of the Society of Suppressed Spouses of Scintillating Sea Lawyers."

Rear Admiral Leslie J. O'Brien, Commander Cruiser-Destroyer Flotilla 10, made the presentations, and explained what the certificates meant. "Since your certificates are dated one day before your husbands' graduation certificates," he said, "you thereby outrank him by one day. You don't have to salute him. He has to salute you."

One of the graduates, an LDO with 24 years in the Navy, isn't afraid that his wife will pull her new rank.

"I just haven't read the fine print on the certificate to her yet," he said.

★ ★ ★

There's just something about penguins. There's small point to getting into a discussion as to just wherein lies their appeal, but most of us find them fascinating.

However, the men of VR-7, Naval Air Transport Wing, Pacific, would be justified if their enthusiasm for the little creatures in formal attire had somewhat waned.

Why? Because they were responsible for the shepherding—by an airlift, yet—of 47 exceedingly healthy and lively penguins from McMurdo Sound to the New York Zoo. Only to the uninitiated does this sound like a so-what deal.

The plane made the 12,000-mile trip in 42 hours, stopping only for refueling and crew change. The same plane—a C-130E *Hercules*—was used for the entire trip, but new crews took over at Christchurch, Hawaii and Moffett Field. A one-hour service stop was made at Pago Pago.

Temperature control presented problems. Penguins just can't take it if the temperature goes above 50 degrees F., and the seasons are quite balmy this time of year in such places as Christchurch, Pago and, so they say, in California.

This meant that the cargo portion of the *Hercules* had to be kept below 50 degrees F. This meant installing air conditioning units at every stop.

The penguins—44 Adelies and three Emperors—are to be the subjects of a study which concerns the ability of penguins, especially Adelies, to find their homes over long distances. It is believed that not only do they possess a built-in sun compass, but are able to employ other biologic navigational mechanisms.

The All Hands Staff

The United States Navy Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

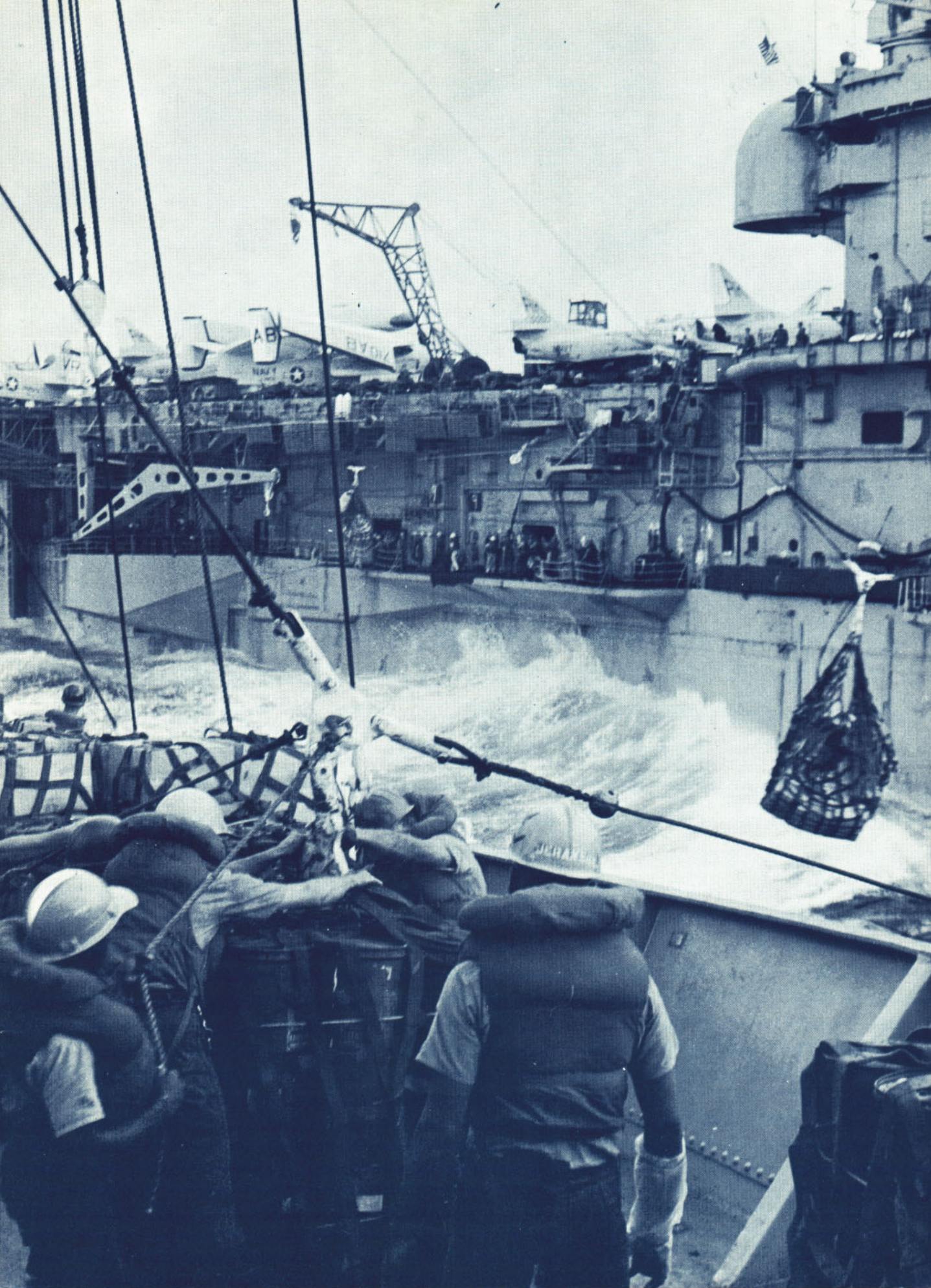
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, **ALL HANDS**, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: OVER SHE GOES—

Rough seas make a ton of cargo swing on highline as Fleet stores ship USS *Pollux* (AKS 4) replenishes Seventh Fleet carrier near Vietnam.



SYMBOL of our NATION



Our American eagle heritage is symbolized in the painting above, which appears in full color in the *American Eagle Brochure*, prepared by U. S. Department of the Interior, Fish and Wildlife Service, available from Superintendent of Documents, U. S. Government Printing Office, Wash. D. C. 20402.



and SEAL of our NAVY